



**COMMENT RESPONSE DOCUMENT (CRD)
TO NOTICE OF PROPOSED AMENDMENT (NPA) 2008-17B**

**for an Agency Opinion on a Commission Regulation establishing the Implementing
Rules for the licensing of pilots**

and

**a draft Decision of the Executive Director of the European Aviation Safety Agency on
Acceptable Means of Compliance and Guidance Material on the licensing of pilots**

"Implementing Rules for Pilot Licensing"

b.2 – Part-FCL + Appendices

The changes as compared to the text proposed in the NPA are shown as follows:

- deleted text is shown with a strike through: ~~deleted~~
- new text is shown in bold: **bold**

I Draft Opinion PART-FCL

ANNEX I TO IMPLEMENTING REGULATION PART-FCL

SUBPART A GENERAL REQUIREMENTS

FCL.001 Competent authority

For the purpose of this Part, the competent authority shall be ~~the~~**an** authority designated by the Member State to whom a person applies for the issue~~ance~~ of pilot licences or associated ratings or certificates.

FCL.005 Scope

This Part establishes the requirements for the issue of pilot licences and associated ratings and certificates and the conditions of their validity and use.

FCL.010 Definitions

For the purposes of this Part, the following definitions apply:

'Aerobatic flight' means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight **or for instruction for licences or ratings other than the aerobatic rating.**

'Aeroplane' means an engine-driven fixed-wing aircraft heavier than air, ~~that is~~**which is** supported in flight by the dynamic reaction of the air against its wings.

'Aeroplane required to be operated with a co-pilot' means a type of aeroplane ~~that~~**which** is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

'Aircraft' means **any machine which can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth surface.**

'Airmanship' means **the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.**

'Airship' means a power-driven lighter-than-air aircraft, with the exception of hot-air airships, which, for the purposes of this Part, are included in the definition of balloon.

'Balloon' means a lighter-than-air aircraft ~~that~~**which** is not engine-driven and sustains flight through the use of either gas or an airborne heater. For the purposes of this part, a hot-air airship, although engine-driven, is also considered a balloon.

'Basic Instrument Training Device (BITD)' means a ground-based training device which represents the student pilot's station of a class of aeroplanes. It may use screen-based instrument panels and spring-loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.

~~Each BITD shall comply with a specific BITD model and be a serial numbered unit.~~

'Category of aircraft' means a categorisation of aircraft according to specified basic characteristics, for example aeroplane, powered-lift, helicopter, airships, sailplane, free balloon.

'Class of aeroplane' means a categorisation of single-pilot aeroplanes not requiring a type rating, ~~in accordance with the operational suitability certificate issued in accordance with Part 21.~~

'Class of balloon' means a categorisation of balloons taking into account the lifting means used to sustain flight.

'Commercial air transport' means the transport of passengers, cargo or mail for remuneration or hire.

'Competency' means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard.

'Competency element' means an action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

'Competency unit' means a discrete function consisting of a number of competency elements.

'Co-pilot' means a pilot operating other than as pilot-in-command, **on** an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

'Credit' means the recognition of prior experience or qualifications.

'Cross-country' means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.

'Cruise relief co-pilot' means a pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations, and does not occupy either pilot's seat during take-off, departure, initial cruise, descent, approach or landing.

'Dual instruction time' means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

'Error' means an action or inaction taken by the flight crew which leads to deviations from organisational or flight intentions or expectations.

'Error management' means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.

'Full Flight Simulator (FFS)' means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system.

'Flight time' ~~means:~~

for aeroplanes, touring motor gliders and powered-lift, **it means** the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

for helicopters, **it means** the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

for airships, **it means** the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

for sailplanes, **it means** the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

for balloons, **it means** the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

'Flight time under Instrument Flight Rules (IFR)' means all flight time during which the aircraft is being operated under the Instrument Flight Rules.

'Flight Training Device (FTD)' means a full size replica of a specific aircraft type's instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system, **except in the case of helicopter FTD levels 2 and 3, where visual systems are required.**

'Flight and Navigation Procedures Trainer (FNPT)' means a training device which represents the flight deck or cockpit environment, including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft.

'Group of balloons' means a categorisation of balloons, taking into account the size or capacity of the envelope.

'Helicopter' means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical- axes.

'Instrument flight time' means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

'Instrument ground time' means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices (FSTD).

'Instrument time' means instrument flight time or instrument ground time.

'Multi-pilot operation':

for aeroplanes, it means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes;

for helicopters, it means an operation requiring at least 2 pilots using multi-crew cooperation on multi-pilot helicopters.

'Multi-crew **cooperation**' (MCC) means the functioning of the flight crew as a team of co-operating members led by the pilot-in-command.

'Multi-pilot aircraft':

~~In the case of~~ **for** aeroplanes, **it** means aeroplanes certificated for operation with a minimum crew of at least two pilots;

~~In the case of~~ **for** helicopters, airships and powered-lift aircraft, **it** means the type of aircraft which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate or equivalent document.

'Night' means the period between the end of evening civil twilight and the beginning of morning civil twilight, or such other period between sunset and sunrise as may be prescribed by the appropriate authority, as defined by the Member State.

'Other training devices (OTD)' means training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.

'Performance criteria' means a simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

'Pilot-in-command' means the pilot designated as being in command and charged with the safe conduct of the flight.

'Pilot-in-command under supervision (PICUS)' means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

'Powered-lift aircraft' means any aircraft deriving vertical lift and in flight propulsion/lift from variable geometry rotors or engines/propulsive devices attached to or contained within the fuselage or wings.

'Powered sailplane' means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.

'Private pilot' means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given, with the exclusion of instruction or examination activities, as established in this Part.

'Proficiency check' means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

'Renewal' (of e.g. a rating or certificate) means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

'Revalidation' (of e.g. a rating or certificate) means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.

'Route sector' means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

'Sailplane' means a heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.

'Single-pilot aircraft' means an aircraft certificated for operation by one pilot.

'Skill test' means the demonstration of skill for a licence or rating issue, including such oral examination as may be required.

'Solo flight time' means flight time during which a student pilot is the sole occupant of an aircraft.

'Student pilot-in-command (SPIC)' means a student pilot acting as pilot-in-command on a flight with an instructor where the latter will only observe the student and shall not influence or control the flight of the aircraft.

'Threat' means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

'Threat management' means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.

'Touring Motor Glider (TMG)' means a specific class of powered sailplane having an integrally mounted, non-retractable engine and a non-retractable propeller. It shall be capable of taking off and climbing under its own power according to its flight manual.

'Type of aircraft' means a categorisation of aircraft requiring a type rating as determined in the operational suitability data established in accordance with Part-21, and which include all aircraft of the same basic design including all

modifications thereto except those which result in a change in handling or flight characteristics.

FCL.015 Application and issue of licences, ratings and certificates

- (a) An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates shall be ~~made~~**submitted** to the competent authority in a **form and** manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Part and Part-Medical.
- (b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate **by the competent authority**.
- (c) A person shall not hold at any time more than one licence **per category of aircraft** issued in accordance with this Part.
- (d) An application for **the issue of a licence for another category of aircraft, or for the issue of further ratings or certificates, as well as** an amendment, revalidation or renewal of ~~a pilot~~**those** licences, ~~and associated ratings or certificates shall be made~~**submitted** to the competent authority which **initially** issued the pilot licence, except when the pilot has requested a change of competent authority and a transfer of his **licensing and medical** records to that ~~competent~~ authority.

FCL.020 Student pilot

- (a) A student pilot shall not fly solo unless authorised to do so **and supervised** by a flight instructor.
- (b) Before his/**her** first solo flight, a student pilot shall be at least:
 - (1) in the case of aeroplanes, helicopters and airships: 16 years of age;
 - (2) in the case of sailplanes and balloons: 14 years of age.

FCL.025 Theoretical knowledge examinations for the issue of licences

- (a) *Responsibilities of the applicant*
 - (1) Applicants shall take the entire set of examinations **for a specific licence or rating** ~~in~~**under the responsibility of** one Member State.
 - (2) Applicants shall only take the examination when recommended by the approved training organisation responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
 - (3) **The recommendation by the approved training organisation shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by an approved training organisation, based on the needs of the applicant.**
- (b) *Pass standards*
 - (1) A pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.
 - (2) ~~Except when~~**Unless** otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all ~~of the required subjects examination papers~~**examination papers** within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.

- (3) If an applicant has failed to pass one of the examination papers within 4 attempts, or has failed to pass all papers within either ~~six attempts~~ **6 sittings** or the period mentioned in paragraph (2), he/she shall re-take the complete set of examination papers.

Before re-taking the examinations, the applicant shall undertake further training at an approved training organisation. The extent and scope of the training needed shall be **determined by** ~~agreed between~~ the training organisation ~~and the competent authority~~, based on the needs of the applicant.

(c) *Validity period*

- (1) The successful completion of the theoretical knowledge examinations will be valid:
- (i) for the issue of a **light aircraft** ~~isue~~ pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months;
 - (ii) for the issue of a commercial pilot licence or instrument rating, for a period of 36 months;
 - (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).
- (2) ~~Provided that the applicant holds an instrument rating,~~ The completion of the airline transport pilot licence (**ATPL**) theoretical knowledge examinations will remain valid **for the issue of an ATPL** for a period of 7 years from the last validity date of:
- (i) ~~the an~~ instrument rating entered in the ~~commercial pilot licence for the issuance of an airline transport pilot licence;~~ **or**
 - (ii) **in the case of helicopters, a helicopter's type rating entered in that licence.**

FCL.030 Practical skill test

- (a) Before a skill test for the issue of a licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training.

In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.

- (b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, **once the training is completed. The training records shall be made available to the examiner.**

FCL.035 Crediting of flight time and theoretical knowledge

(a) *Crediting of flight time*

- (1) Unless otherwise specified in this Part, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought.

(2) ***Pilot-in command or under instruction***

- (i) An applicant for a licence, rating or certificate shall be credited in full with all solo, dual instruction or pilot-in-command flight time towards the total flight time required for the licence, rating or certificate.
- (ii) **A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the pilot-in-command time required for the issue of the**

airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.

(iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the pilot-in-command time required for the issue of the commercial pilot licence and a multi-engine type or class rating.

(3) Flight time *as co-pilot*. ~~(i) Except where~~ **Unless** otherwise determined in this Part, the holder of a pilot licence, when acting as co-pilot **or co-pilot under supervision**, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

~~(ii) The holder of a pilot licence, when acting as co-pilot under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.~~

(b) *Crediting of theoretical knowledge*

(1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the **light aircraft** ~~leisure~~ pilot licence, the private pilot licence, the commercial pilot licence and, **except in the case of helicopters**, the instrument rating in the same category of aircraft.

(2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a **light aircraft** ~~leisure~~ pilot licence or a private pilot licence in the same category of aircraft.

(3) The holder of an instrument rating **or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft** shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an instrument rating in another category of aircraft.

(4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.

This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as **it is** within the validity period specified in FCL.025(c).

FCL.040 Exercise of the privileges of licences

The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate.

FCL.045 Obligation to carry and present documents

(a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.

(b) The pilot shall also carry a personal identification document containing his/her photo.

(c) ~~Presentation of flight time record~~⁽¹⁾—A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of ~~the a~~ competent authority.

~~(d2)~~ A student pilot shall carry ~~with him~~ on all solo ~~cross-country~~ flights evidence of the authorisation required by FCL.020(a).

FCL.050 Recording of flight time

The pilot shall keep a reliable record of the details of all flights flown **in a form and manner established by the competent authority.**

FCL.055 Language proficiency

- (a) *General. Aeroplane, helicopter, powered-lift and airship* pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for air traffic control communications involved in the flight. **The endorsement shall indicate the language, the proficiency level and the validity date.**
- (b) The applicant for a language proficiency endorsement shall demonstrate, **in accordance with Appendix 2 to this Part, at least** an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:
 - (1) communicate effectively in voice-only and in face-to-face situations;
 - (2) communicate on common and work-related topics with accuracy and clarity;
 - (3) use appropriate communicative strategies, to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
 - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
 - (5) use a dialect or accent which is intelligible to the aeronautical community.
- (c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with ~~table 1 below~~ **Appendix 2 to this Part**, the language proficiency endorsement shall be re-evaluated every:
 - (1) ~~3-4 years, if the level demonstrated is operational level in accordance with table 1 below;~~ or
 - (2) ~~6 years, if the level demonstrated is extended level in accordance with table 1 below.~~
- (d) *Specific requirements for holders of an instrument rating (IR).* Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to:
 - (1) understand all the information relevant to the accomplishment of **all phases of a flight, including flight preparation;**
 - (2) use radio telephony in all phases of flight, including emergency situations;
 - (3) communicate with other crew members during all phases of flight, including flight preparation.
- (e) The demonstration of language proficiency and of the use of English for **IR** holders ~~of an IR~~ shall be done through a method of assessment established by the competent authority.

| | Operational level | Extended level | Expert level |
|--|---|---|---|
| Pronunciation Assumes a dialect and/or accent intelligible to the aeronautical community | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never |

| | | | |
|---|---|--|---|
| | interfere with ease of understanding. | ease of understanding. | interfere with ease of understanding. |
| Structure Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. |
| Vocabulary | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. |
| Fluency | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. |
| Comprehension | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. |
| Interactions | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. |

Table 1- Language proficiency levels

FCL.060 Recent experience

- (a) *Balloons.* A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he/she has completed in the preceding ~~90~~ **180** days:
- (1) at least ~~one take-off, approach and landing~~ **3 flights** as a pilot flying in a balloon, **of which at least 1 shall be in a balloon of the relevant class and group; or**
 - (2) **1 flight in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with Subpart J.**
- (b) *Aeroplanes, helicopters, powered-lift, airships and sailplanes.* A pilot shall not operate an aircraft in commercial air transport or carrying passengers:
- (1) as pilot-in-command or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings ~~as pilot flying~~ in an aircraft of the same type or class or an FFS representing that type or class. **The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and**
 - (2) as pilot-in-command at night unless he/she:
 - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
 - (ii) holds a valid instrument rating;
 - (3) as cruise relief co-pilot unless he/she:
 - (i) **has complied with the requirements in (a)(1); or**
 - (ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
 - (iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the **operator's refresher** training prescribed in ~~MS-OPS.3-075~~ **Part-OR.OPS.**
 - (4) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operations characteristics, as defined in accordance with Part-21, the 3 take-offs, approaches and landings required in (1) may be performed in ~~only~~ **just** one of the types, provided that the pilot has completed at least 2 hours of flight in ~~the all the relevant~~ **each of the** types of helicopter, during the preceding 6 months.
- (c) *Specific requirements for commercial air transport*
- (1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner ~~or a person appropriately qualified to provide line training in accordance with Part-MS.~~
 - (2) When the pilot does not comply with the requirement in (1), he/she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in (b)(1) and (2) before he/**she** can exercise his/her privileges.

FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport

- (a) *Age 60–64.* The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except:

- (1) as a member of a multi-pilot crew; and
 - (2) provided that such a holder is the only pilot in the flight crew who has attained **the age of 60 years**.
- (b) *Age 65*. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

FCL.070 Revocation, suspension and limitation of licences, ratings and certificates

- (a) Licences, ratings and certificates issued in accordance with this Part ~~shall~~**may** be limited, suspended or revoked by the competent authority when the pilot does not comply with the requirements of this Part, Part-Medical or ~~Part-OPS~~**the applicable operational requirements**, in accordance with the conditions and procedures laid down in Part-**AR Authority Requirements**.
- (b) ~~Upon~~**When the pilot has his/her licence** suspended~~sion~~ or revoked~~edation~~, ~~the he/she~~**pilot** shall immediately return the licence or certificate to the competent authority.

SUBPART B
LEISURE PILOT LICENCE LIGHT AIRCRAFT PILOT LICENCE — LAPL

SECTION 1
Common requirements

FCL.100 LAPL — Minimum age

Applicants for the **LAPL** shall be:

- (a) **in the case of aeroplanes and helicopters**, at least ~~16~~**17** years of age;
- (b) **in the case of sailplanes and balloons**, at least **16 years of age**.

FCL.105 LAPL — Privileges and conditions

- (a) *General.* The privileges of the holder of an **LAPL** are to act without remuneration as pilot-in-command in non-commercial operations within the appropriate aircraft category engaged.
- (b) *Conditions.* Applicants for the **LAPL** shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the skill test.

FCL.110 LAPL — Crediting for the same aircraft category

- (a) Applicants for an **LAPL** ~~that~~**who** have held another licence in the same category of aircraft shall be fully credited towards the requirements of the **LAPL** in that category of aircraft.
- (b) Without prejudice to the paragraph above, ~~if the applicant's licence has lapsed for more than 1 year, he/she~~ **the applicant** shall have to pass a skill test **in accordance with FCL.125** for the issue of an **LAPL** in the appropriate aircraft category.

FCL.115 LAPL — Training course

Applicants for an **LAPL** shall complete a training course within an approved training organisation. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

FCL.120 LAPL — Theoretical knowledge examination

Applicants for an **LAPL** shall ~~have demonstrated to the competent authority~~ a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:

- (a) common subjects:
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications;
- (b) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,

Flight performance and planning,
Aircraft general knowledge, and
Navigation.

FCL.125 LAPL – Skill test

- (a) Applicants for an **LAPL** shall demonstrate through the completion of a skill test the ability to perform, as pilot-in-command of the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

~~The skill test shall be taken within 6 months of completing the flight instruction.~~

- (b) Applicants for the skill test shall have received instruction on the same class ~~or type or group~~ of aircraft to be used for the skill test. **The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.**

- (c) *Pass marks*

- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
- (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than ~~one~~ 1 section will cause the applicant to fail the entire test.
- (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
- (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

SECTION 2

Specific requirements for the Basic LAPL – Aeroplane ~~and helicopter categories~~

FCL.105.BLAPL/H Basic LAPL – Privileges

~~(a) – Aeroplanes.~~ The privileges of the holder of a Basic **LAPL** for aeroplanes are to **fly-act as pilot-in-command on** single-engine piston aeroplanes-**land** or touring motor gliders (TMG) with a maximum certificated take-off mass of 2000 kg or less, ~~carrying a maximum of 1 passenger,~~ in local flights within no more than 50 km from the aerodrome of departure, with no intermediate landings, and when, taking into account the conditions of flight, the pilot is always able to return to the aerodrome of departure.

The privileges of the Basic LAPL do not include the carriage of passengers.

~~(b) – Helicopters.~~ The privileges of the holder of a Basic LPL for helicopters are to fly single-engine piston helicopters with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 1 passenger, in local flights within no more than 50 km from the aerodrome of departure, with no intermediate landings, and when, taking into account the conditions of flight, the pilot is always able to return to the aerodrome of departure.

FCL.110.BLAPL/H Basic LAPL – Experience requirements and crediting

- (a) ~~Aeroplanes.~~ Applicants for a Basic **LAPL** for aeroplanes shall have completed at least 20 hours of flight instruction in aeroplanes ~~or TMG~~ **the class in which the skill test will be taken**, including at least:

- (1) 10 hours of dual instruction,

- (2) 4 hours of supervised solo flight time,
- (3) 3 hours of navigation training.

(b) Crediting. Applicants with prior flight experience may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case not exceed:

- (1) the total flight time experience of the applicant;
- (2) 50% of the hours required in (a); and
- (3) not include the requirements of (a)(2) and (a)(3).

~~(b) Helicopters. Applicants for a Basic LPL for helicopters shall have completed at least 35 hours of flight instruction in helicopters, including at least:~~

- ~~(1) 20 hours of dual instruction~~
- ~~(2) 6 hours of supervised solo flight time~~
- ~~(3) 3 hours of navigation training~~

~~(c) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as pilot-in-command in such aircraft, up to a maximum of 3 hours, towards the requirements in (a) or (b).~~

FCL.135.BLAPL/H Basic LAPL — Extension of privileges to another class or variant ~~or type~~

(a) The privileges of a Basic LAPL shall be limited to the class of aeroplane or, in the case of helicopters, to the type of helicopters in which the skill test was taken. This limitation may be ~~withdrawn~~ removed when the pilot has completed in the ~~other~~ another class of aeroplanes or in another type of helicopters:

- (1) ~~Aeroplanes.~~ 3 hours of dual **flight** instruction flight time, including:
 - (i) 10 **dual** take-offs and landings, and
 - (ii) 10 supervised solo take-offs and landings.

~~(b) Helicopters. 5 hours of dual instruction flight time, including:~~

- ~~(1) 15 take-offs and landings; and~~
- ~~(2) 15 supervised solo take-offs and landings.~~

- (2) a skill test to demonstrate an adequate level of practical skill in the new class ~~or on the new type~~. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other ~~type or class~~ in the following subjects:

- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge.

(b) Before the holder of a Basic LAPL can exercise the privileges of the licence in another variant of aeroplane than the one used for the skill test, the pilot shall undertake differences or familiarisation training. The differences training shall be entered in the pilot's logbook or equivalent document and signed by the instructor.

FCL.140.BLAPL/H Basic LAPL — Recency requirements

Holders of a Basic **LAPL** shall only exercise the privileges of their licence when they comply with the recency requirements established in FCL.140.A, ~~in the case of aeroplanes, or FCL.140.H, in the case of helicopters.~~

SECTION 3

Specific requirements for the LAPL for aeroplanes — LAPL(A)

FCL.105.A LAPL(A) — Privileges

The privileges of the holder of an **LAPL** for aeroplanes are ~~to fly~~ **to act as pilot-in-command on** single-engine piston aeroplanes-~~land~~ or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 ~~four~~ persons on board of the aircraft.

FCL.110.A LAPL(A) – Experience requirements and crediting

- (a) Applicants for an **LAPL(A)** shall have completed at least 30 hours **of flight time instruction** on aeroplanes or TMG, including at least:
- (1) 15 hours of dual instruction **in the class in which the skill test will be taken**;
 - (2) 6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km, during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- (b) *Specific requirements for applicants holding a **Basic LAPL** for aeroplanes.* Applicants for an **LAPL(A)** holding a **Basic LAPL** for aeroplanes shall have completed 10 hours of flight instruction, including at least:
- (1) ~~6~~**5** hours of dual instruction;
 - (2) ~~3~~**4** hours of supervised solo flight time, including **3 hours solo cross-country flight time with at least** 1 cross-country flight of at least 150 km, during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- (c) *Specific requirements for applicants holding an **LAPL(S)** with TMG extension.* Applicants for an **LAPL(A)** holding an **LAPL(S)** with TMG extension shall have completed at least ~~24~~**21** hours of flight time on TMGs after the endorsement of the TMG extension **and complied with the requirements of FCL.135.BLAPL(a) on aeroplanes**, ~~of which at least 3 shall be of dual instruction.~~
- ~~(d) *Crediting.* Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as pilot-in-command in such aircraft, up to a maximum of 6 hours, towards the requirement in (a).~~
- (d) *Crediting.* Applicants with prior flight experience may be credited towards the requirements in (a).**

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time experience of the applicant;**
- (2) not exceed 50% of the hours required in (a);**
- (3) not include the requirements of (a)(2).**

FCL.135.A LAPL(A) — Extension of privileges to another class or variant of aeroplane

The privileges of an **LAPL(A)** shall be limited to the class **and variant** of aeroplanes **or TMG** in which the skill test was taken. This limitation may be ~~withd~~**removed** when the pilot complies with the requirements in FCL.135.~~BA/H~~**LAPL**.

FCL.140.A LAPL(A) — Recency requirements

- (a) Holders of an **LAPL(A)** shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG at least:
- (1) 12 hours of flight time as pilot-in-command, including 12 take-offs and landings; ~~and~~
 - (2) ~~6 hours of flight time as pilot-in-command, including 6 takes-offs and landings, and 1 training flight of at least one~~ **1 hour of total flight time** with an instructor.
 - ~~(2) passed a proficiency check on an aeroplane or a touring motor glider with an examiner, at least once in every 6 years.~~
- (b) Holders of an **LAPL(A)** ~~that~~**who** do not comply with the requirements in (a) shall:
- (1) undertake a proficiency check with an examiner before they can resume the exercise of the privileges of their licence; **or**
 - (2) **complete the requirements in (a) flying under the supervision of an instructor.**

SECTION 4

Specific requirements for the LAPL for helicopters — LAPL(H)

FCL.105.H LAPL(H) — Privileges

The privileges of the holder of an **LAPL** for helicopters are to ~~fly~~**act as pilot-in-command on** single-engine ~~piston~~ helicopters with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.

FCL.110.H LAPL(H) — Experience requirements and crediting

- (a) Applicants for the **LAPL(H)** shall have completed ~~45~~**40** hours of flight ~~time-instruction~~ in helicopters, including at least **the following hours, of which at least 35 hours shall be flown in the same type of helicopter as the one used for the skill test:**
- (1) ~~25~~**20** hours of dual instruction; and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 150 km, during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- ~~(b) Specific requirements for applicants holding a basic LPL(H). Applicants for a LPL(H) holding a Basic LPL for helicopters shall complete 10 hours of flight instruction, including at least 5 hours of solo flight, including 1 cross-country flight of at least 150 km, during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.~~
- ~~(c) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as pilot-in-command in such aircraft, up to a maximum of 6 hours, towards the requirement in (a).~~
- (b) Crediting. Applicants with prior flight experience may be credited towards the requirements in (a).**

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time experience of the applicant;
- (2) not exceed 50% of the hours required in (a);
- (3) not include the requirements of (a)(2).

FCL.135.H LAPL(H) – Extension of privileges to another type or variant of helicopter

(a) The privileges of an LAPL(H) shall be limited to the specific type **and variant** of helicopter in which the skill test was taken. This limitation may be ~~withdrawn~~**removed** when the pilot **has completed**: ~~complies with the requirements in FCL.135.BA/H.~~

(1) **5 hours of flight instruction, including:**

- (i) **15 dual take-offs, approaches and landings;**
- (ii) **15 supervised solo take-offs, approaches and landings;**
- (iii) **a skill test to demonstrate an adequate level of practical skill in the new type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:**

Operational procedures,

Flight performance and planning,

Aircraft general knowledge.

(b) **Before the holder of an LAPL(H) can exercise the privileges of the licence in another variant of helicopter than the one used for the skill test, the pilot shall undertake differences or familiarisation training, as determined in the operational suitability data established in accordance with Part-21. The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor.**

FCL.140.H LAPL(H) – Recency requirements

(a) Holders of **an LAPL(H)** shall only exercise the privileges of their licence on a specific type when they have completed on helicopters of that type in the last ~~24~~**12** months at least:

- (1) ~~42~~**6** hours of flight time as pilot-in-command, **including 6 take-offs, approaches and landings; and** ~~and~~
- (2) ~~6~~ hours of flight time as pilot-in-command and ~~1~~**a** training flight of at least ~~one~~**1** hour **total flight time** with an instructor.
- ~~(2) passed a proficiency check on the type with an examiner, at least once in every 6 years.~~

(b) Holders of **an LAPL(H)** ~~that~~**who** do not comply with the requirements in (a) shall:

- (1) ~~undertake~~**pass** a proficiency check with an examiner on the specific type before they can resume the exercise of the privileges of their licence; **or**
- (2) **complete the requirements in (a) flying under the supervision of an instructor.**

SECTION 5

Specific requirements for the LAPL for sailplanes – LAPL(S)

FCL.105.S LAPL(S) – Privileges and conditions

- (a) The privileges of the holder of an **LAPL** for sailplanes are to ~~fly~~**act as pilot-in-command** on sailplanes and powered sailplanes ~~or TMG~~. **In order to exercise its privileges on a TMG, the holder shall comply with the requirements in FCL.135.S.**
- (b) ~~The~~**Holders** of an **LAPL(S)** shall only carry passengers after ~~he/she~~**they** have completed, **after the issuance of the licence**, 10 hours of flight time **or 30 launches** as pilot-in-command of sailplanes **or** powered sailplanes ~~or TMG~~.

FCL.110.S LAPL(S) – Experience requirements and crediting

- (a) Applicants for an **LAPL(S)** shall have completed at least ~~150~~ hours of flight time **instruction** in sailplanes, **or** powered sailplanes ~~and/or TMG~~, including at least:
 - (1) ~~8~~**10** hours **of** dual instruction;
 - (2) 2 hours of supervised solo flight time;
 - (3) ~~40~~**45** launches and landings;
 - (4) **1 cross-country flight of at least 100 km under the supervision of an instructor.**
- (b) **Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.**
- ~~(b) Applicants holding a pilot license for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time, launches and landings as pilot-in-command in such aircraft, up to a maximum of 6 hours and 20 launches and landings, towards the requirement of (a).~~
- (c) **Crediting.** Applicants with prior flight experience may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) **not exceed the total flight time experience of the applicant;**
- (2) **not exceed 50% of the hours required in (a);**
- (3) **not include the requirements of (a)(2) to (a)(4).**

FCL.130.S LAPL(S) – Launch methods

- (a) The privileges of the **LAPL(S)** shall be limited to the launch method included in the skill test. This limitation may be ~~withdrawn~~**removed** when the pilot has completed:
 - (1) in the case of winch launch **or car launch**, a minimum of 10 launches in dual instruction, and 5 solo launches under supervision;
 - (2) for aero tow **and** self launch, ~~and car launches~~, a minimum of 5 launches in dual instruction, and 5 solo launches under supervision. In the case of self launch, dual instruction may be done in a ~~touring motor glider~~**TMG**;
 - (3) in the case of bungee launch, a minimum of ~~40~~**3** launches performed in dual instruction or solo under supervision.
- (b) The completion of the additional training ~~flights~~**launches** shall be entered in the logbook and ~~confirmed~~**signed** by the instructor.

- (c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, **except for bungee launch, in which case pilots shall have completed only 2 launches.**
- (d) When the pilot does not comply with the requirement in (c), he/she shall complete the missing number of launches ~~with or~~ under the supervision of an instructor in order to renew the privileges.

FCL.135.S LAPL(S) — Extension of privileges to TMG

The privileges of an **LAPL(S)** shall be **extended to a TMG** ~~limited to flying sailplanes and powered sailplanes. This limitation may be withdrawn when the pilot has completed on a TMG~~ **in an approved training organisation, at least:**

- (a) 6 hours of flight instruction **on a TMG**, including:
 - (1) 4 hours of dual instruction;
 - (2) 1 solo cross-country flight of at least 150 km, during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;
- (b) a skill test to demonstrate an adequate level of practical skill in **a TMG**. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for **the TMG** in the following subjects:

- Principles of flight,**
- Operational procedures,
- Flight performance and planning,
- Aircraft general knowledge,
- Navigation.

FCL.140.S LAPL(S) — Recency requirements

- (a) *Sailplanes and powered sailplanes.* Holders of an **LAPL(S)** shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes **or powered sailplanes, excluding TMGs**, in the last 24 months, at least:
 - (1) ~~6-5~~ hours of flight time as pilot-in-command, including ~~40~~ **15** launches; ~~or~~
 - (2) ~~3~~ hours of flight time as pilot-in-command, including ~~5~~ launches, and a minimum of ~~3-2~~ training flights with an instructor;
 - ~~(2) passed a proficiency check with an examiner on a sailplane at least once in every 6 years.~~
- (b) *TMG.* Holders of an **LAPL(S)** shall only exercise the privileges of their licence on ~~touring motor gliders~~ **a TMG** when they have:
 - (1) completed on touring motor gliders, in the last 24 months, at least:
 - (i) 12 hours of flight time as pilot-in-command, including 12 ~~launches~~ **take-offs and landings**; ~~or and~~
 - (ii) ~~6~~ hours of flight time as pilot-in-command ~~or TMG~~, including ~~6~~ take-offs and landings, and 1 training flight of at least ~~one~~ **1** hour **total flight time** with an instructor;
 - ~~(2) passed a proficiency check with an examiner on a TMG at least once in every 6 years.~~
 - ~~(3) when the holder of the LAPL(S) also has the privileges to fly aeroplanes, the requirements in (1) and (2) may be completed on aeroplanes.~~

- (c) Holders of an **LAPL(S)** ~~that~~ **who** do not comply with the requirements in (a) or (b) shall, **before they can resume the exercise of their privileges:**
- (1) pass a proficiency check with an examiner **in a sailplane or a TMG, as appropriate** ~~before they can resume the exercise of their privileges; or~~
 - (2) **complete the requirements in (a) or (b) flying under the supervision of an instructor.**

SECTION 6

Specific requirements for the LAPL for balloons — LAPL(B)

FCL.105.B LAPL(B) — Privileges

The privileges of the holder of an **LAPL** for balloons are to ~~fly~~ **act as pilot-in-command of** hot-air balloons or hot-air airships with a maximum of ~~4000 m³~~ **3400 m³** envelope capacity or gas balloons with a maximum of 1200 m³ envelope capacity, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.

FCL.110.B LAPL(B) — Experience requirements

(a)- Applicants for an LAPL(B) shall have completed on balloons of the same class at least 16 hours of flight instruction, including at least:

- ~~(1a)~~ **12** hours of dual flight instruction;
- ~~(2)~~ **including 10 fillings/inflations** and 20 take-offs and landings; and
- ~~(3b)~~ **—1 supervised solo flight with a minimum flight time of at least 30 minutes.**

(b) *Crediting.* Applicants with prior flight experience may be credited towards the requirements in (a).

The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed the total flight time experience of the applicant;**
- (2) not exceed 50% of the hours required in (a);**
- (3) not include the requirements of (a)(2) and (a)(3).**

FCL.130.B LAPL(B) — Extension of privileges to tethered flights

- (a) The privileges of the LAPL(B) shall be limited to non-tethered flights. This limitation may be removed when the pilot has completed at least 3 tethered instruction flights.**
- (b) The completion of the additional training shall be entered in the logbook and signed by the instructor.**
- (c) In order to maintain this privilege, pilots shall complete a minimum of 3 tethered flights during the last 24 months.**
- (d) When the pilot does not comply with the requirement in (c), he/she shall complete the missing number of tethered flights under the supervision of an instructor in order to renew the privileges.**

FCL.135.B LAPL(B) — Extension of privileges to another balloon class

The privileges of the **LAPL(B)** shall be limited to the class of balloons in which the skill test was taken. This limitation may be ~~withdrawn~~ **removed** when the pilot has completed in the other class, **at an approved training organisation, at least:**

~~(1) Flight instruction:~~

- (a) 5 instruction flights; or
- (b) in the case of an **LAPL(B)** for hot-air balloons wishing to extend their privileges to hot-air airships, 5 hours of dual instruction time; and
- (c) a skill test, during which they shall demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning, and
 - Aircraft general knowledge.

FCL.140.B LAPL(B) — Recency requirements

- (a) Holders of an **LAPL(B)** shall only exercise the privileges of their licence when they have completed, in one class of balloons in the last 24 months, at least:
 - (1i) ~~12-6~~ hours of flight time as pilot-in-command, including ~~8-10~~ take-offs and landings; ~~or and~~
 - (2ii) ~~6 hours of flight time as pilot-in-command and one~~ 1 training flight with an instructor;
 - (2) ~~passed a proficiency check with an examiner at least once in every 6 years.~~
 - (3b) **in addition**, if the pilot is qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least ~~2-4~~ hours of flight time on that class within the last 24 months, **including 4 take-offs and landings.**
- (be) Holders of an **LAPL(B)** ~~that~~ **who** do not comply with the requirements in (a) ~~and (b)~~ shall, **before they can resume the exercise of their privileges:**
 - (1) ~~undertake~~ **pass** a proficiency check with an examiner **in the appropriate class** before they can resume the exercise of their privileges; **or**
 - (2) **complete the requirements in (a) flying under the supervision of an instructor.**

SUBPART C
PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL) AND BALLOON
PILOT LICENCE (BPL)

SECTION 1
Common requirements

FCL.200 Minimum age

~~—[JAR-FCL 1.100/2.100]~~

- (a) An applicant for a PPL shall be at least 17 years of age;
- (b) An applicant for a BPL or an SPL shall be at least 16 years of age.

FCL.205 Conditions

Applicants for the issue of a ~~BPL, SPL or PPL~~ shall, ~~when applicable,~~ have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Subpart H.

FCL.210 Training course

Applicants for a BPL, SPL or PPL shall complete a training course at an approved training organisation. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

FCL.215 Theoretical knowledge examination

Applicants for a BPL, SPL or PPL shall ~~have demonstrated to the competent authority~~ a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

(a) **common subjects:**

Air law,
Human performance,
Meteorology, and
Communications;

(b) **specific subjects concerning the different aircraft categories:**

Principles of flight,
Operational procedures,
Flight performance and planning,
Aircraft general knowledge, and
Navigation.

~~Air law;~~

~~—Aircraft general knowledge;~~

~~—Flight performance and planning;~~

~~—Human performance;~~

~~—Meteorology;~~

- ~~— Navigation;~~
- ~~— Operational procedures;~~
- ~~— Principles of flight;~~
- ~~— Communications.~~

FCL.235 Skill Test

- (a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a skill test the ability to perform, as pilot-in-command of the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- ~~The skill test shall be taken within 6 months of completing the flight instruction.~~
- (b) An applicant for the skill test shall have received instruction on the same class, ~~or type~~ **or group** of aircraft to be used for the skill test.
- (c) *Pass marks*
- (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown. ~~An applicant shall pass all the relevant sections of the skill test within six 6 months.~~
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. Failure in more than ~~one~~ **1** section will cause the applicant to fail the entire test. If the applicant fails only 1 section, he/she shall repeat only that section.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

SECTION 2

Specific requirements for the PPL aeroplanes - PPL(A)

FCL.205.A PPL(A) - Privileges

- (a) The privileges of the holder of a PPL(A) are to act without remuneration as pilot-in-command or co-pilot of aeroplanes **or TMG** engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(A) **with instructor or examiner privileges** may receive remuneration for the provision of flight instruction **or for the conduct of skill tests and proficiency checks** for the LAPL(A) or the PPL(A).

FCL.210.A PPL(A) - Experience requirements and crediting

- (a) Applicants for a PPL(A) shall have completed at least 45 hours of flight ~~time~~ **instruction** in aeroplanes, 5 of which may have been completed in an FSTD, including at least:
- (1) 25 hours of dual instruction; and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at ~~two~~ **2** aerodromes different from the aerodrome of departure shall be made.
- (b) *Specific requirements for applicants holding an LAPL(A).* Applicants for a PPL(A) holding an LAPL(A) shall have completed at least 15 hours of flight time **on aeroplanes** after the

issue of the LAPL(A), of which at least 10 shall be ~~dual~~ **flight** instruction completed in a training course at an approved training organisation. **This training course shall include at least 4 hours of supervised solo flight time, including at least 2 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.**

- (c) **Specific requirements for applicants holding an LAPL(S) with a TMG extension.** Applicants for a PPL(A) holding an LAPL(S) with a TMG extension shall have completed:
- (1) **at least 24 hours of flight time on TMG after the endorsement of the TMG extension; and**
 - (2) **15 hours of flight instruction in aeroplanes in a training course at an approved training organisation, including at least the requirements of (a)(2).**
- (de) *Crediting.* Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours. **The amount of credit given shall in any case not include the requirements in (a)(2).** ~~In this case, the requirement for dual instruction in (a)(1) shall be reduced proportionally, but in any case to not less than 20 hours.~~

SECTION 3

Specific requirements for the PPL helicopters – PPL(H)

FCL.205.H PPL(H) - Privileges

- (a) The privileges of the holder of a PPL(H) are to act without remuneration as pilot-in-command or co-pilot of helicopters engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(H) **with instructor or examiner privileges** may receive remuneration for the provision of flight instruction **or for the conduct of skill tests and proficiency checks** for the LAPL(H) or the PPL(H).

FCL.210.H PPL(H) - Experience requirements and crediting

~~[JAR-FCL 2.120]~~

- (a) Applicants for a PPL(H) shall have completed at least 45 hours of flight time ~~instruction~~ in helicopters, 5 of which may have been completed in ~~an FSTD~~ **FNPT or FFS**, including at least:
 - (1) 25 hours of dual instruction, ~~including at least 5 hours of instrument dual instruction time;~~ and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185km (100 NM), with full stop landings at ~~two~~ **2** aerodromes different from the aerodrome of departure.
 - (3) **35 of the 45 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.**
- (b) *Specific requirements for an applicant holding an LAPL(H).* Applicants for a PPL(H) holding an LAPL(H) shall complete **a training course at an approved training organisation. This training course shall include at least 5 hours of dual instrument instruction time and at least 1 supervised solo cross-country flight of at least 185**

km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.

- (c) Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as pilot-in-command in such aircraft up to a maximum of 6 hours. **The amount of credit given shall in any case not include the requirements in (a)(2).**

SECTION 4

Specific requirements for the PPL powered-lift – PPL(PL)

Reserved

SECTION 5

Specific requirements for the PPL airships – PPL(As)

FCL.205.As PPL(As) - Privileges

~~[JAR-FCL 1.105/2.105]~~

- (a) The privileges of the holder of a PPL(As) are to act without remuneration as pilot-in-command or co-pilot of airships engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(As) **with instructor or examiner privileges** may receive remuneration for the provision of flight instruction **or for the conduct of skill tests and proficiency checks** for the PPL(As).

FCL.210.As PPL(As) - Experience requirements and crediting

- (a) Applicants for a PPL(As) shall have completed at least 35 hours of flight ~~time~~ **instruction** in airships, 5 of which may have been completed in **an** FSTD, including at least:
- (1) 25 hours of dual instruction, including:
 - (i) 3 hours of cross-country flight training, including 1 cross-country flight of at least 65 km (35 NM);
 - (ii) 3 hours of instrument instruction;
 - (2) **85** take-offs and **8** landings ~~to a full stop~~ at an aerodrome, **including masting and unmasting procedures**;
 - (3) 8 hours of supervised solo flight time.
- (b) Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10 % of their total flight time as pilot-in-command in such airships up to a maximum of 5 hours.

SECTION 6

Specific requirements for the sailplane pilot licence (SPL)

FCL.205.S SPL – privileges and conditions

- (a) The privileges of the holder of **an** SPL are to act as pilot-in-command of sailplanes **and** powered sailplanes ~~and/or TMG~~.

In order to exercise its privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S.

- (b) Holders of an SPL shall:
- (1) ~~not~~ carry passengers **only on** ~~unless they have~~ completed, **after the issuance of the licence**, at least 10 hours of flight **time or 30 launches** as pilot of sailplanes **or** powered sailplanes ~~or TMG~~;
 - (2) be restricted to act without remuneration in non-commercial operations until **they have**:
 - (i) ~~the holder has~~ attained the age of 18 years;
 - (ii) ~~and has~~ completed, **after the issuance of the licence**, 75 hours of experience **flight time or 200 launches** as pilot-in-command of sailplanes **or** powered sailplanes ~~and/or TMG~~;
 - (iii) **passed a proficiency check with an examiner.**
- ~~(c) Before exercising commercial privileges the holder of a SPL shall pass a proficiency check with an examiner.~~
- (c) Notwithstanding paragraphs (b)(2) ~~and (c)~~, the holder of an **SPL with instructor or examiner privileges** may receive remuneration for the provision of flight instruction **or for the conduct of skill tests and proficiency checks** for the LAPL(S) or the SPL.

FCL.210.S SPL - Experience requirements and crediting

- (a) Applicants for an SPL shall have completed at least ~~40~~**15** hours of flight ~~time~~**instruction** as a pilot of sailplanes **or** powered sailplanes ~~or TMG~~, including at least the requirements specified in FCL.110.S.
- (b) Applicants for an SPL holding an **LAPL(S)** shall be fully credited towards the requirements ~~in (a)~~**for the issue of an SPL.**

Applicants for an SPL who held an LAPL(S) within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.
- (c) **Crediting.** Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time, ~~launches and landings~~ as pilot-in-command in such aircraft up to a maximum of ~~67~~ hours ~~and 20 launches and landings~~. **The amount of credit given shall in any case not include the requirements in of FCL.110.S (a)(2) to (a)(4).**

FCL.220.S SPL - Launch methods

The privileges of the SPL shall be limited to the launch method included in the skill test. This limitation may be ~~withdrawn~~**removed** and the new privileges exercised when the pilot complies with the requirements in FCL.130.S.

~~**FCL.225.S SPL - Extension of privileges to touring motor gliders**~~

~~The privileges of the SPL shall be limited to sailplanes and powered sailplanes. This limitation may be withdrawn when the pilot complies with the requirements in FCL.135.S.~~

FCL.230.S SPL - Recency requirements

Holders of an SPL shall only exercise the privileges of their licence when complying with the recency requirements in FCL.140.S.

SECTION 7

Specific requirements for the balloon pilot licence (BPL)

FCL.205.B BPL privileges and conditions

- (a) The privileges of the holder of a BPL are to act as pilot-in-command of balloons and hot-air airships.
- (b) Holders of a BPL shall be restricted to act without remuneration in non-commercial operations until ~~the holder~~ **they have:**
 - (1) ~~has attained~~ the age of 18 years;
 - (2) ~~and has completed 75–35~~ hours of ~~experience~~ **flight time and 50 take-offs and landings** as pilot-in-command of balloons;
 - (3) **passed a proficiency check with an examiner on a balloon of the specific class.**
- ~~(c) Before exercising commercial privileges the holder of a BPL shall pass a proficiency check with an examiner.~~
- (~~c~~) Notwithstanding paragraphs (b), ~~and (c)~~, the holder of a BPL **with instructor or examiner privileges** may receive remuneration for the provision of flight instruction **or for the conduct of skill tests and proficiency checks** for the LAPL(B) or the BPL.

FCL.210.B BPL – Experience requirements and crediting

- (a) ~~An~~ Applicants for a BPL shall have completed on balloons of the same class and group at least **16 hours of flight instruction, including at least:**
 - (1) ~~4–12~~ hours of dual **flight** instruction;
 - (2) ~~including 10 inflations fillings and,~~ 20 take-offs and landings; and
 - (~~3~~) 1 supervised solo flight with a minimum flight time of **at least** 30 minutes.
- (b) Applicants for a BPL holding an LAPL(B) **with least 16 hours of flight time on balloons** shall be fully credited towards the requirements ~~in (a)~~ **for the issue of a BPL.**
Applicants for a BPL who held an LAPL(B) with at least 16 hours of flight time on balloons within the period of 2 years before the application shall be fully credited towards the requirements of theoretical knowledge and flight instruction.

FCL.220.B BPL - Extension of privileges to tethered flights

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in FCL.130.B.

FCL.225.B BPL - Extension of privileges to another balloon class or group

The privileges of the BPL shall be limited to the class and group of balloons in which the skill test was taken. This limitation may be ~~withdrawn~~ **removed** when the pilot has:

- (a) in the case of an extension to another class within the same group, complied with the requirements in FCL.135.B.
- (b) in the case of an extension to another group within the same class of balloons, completed **at least:**
 - (1) ~~20 hours of flight time as a pilot-in-command of balloons;~~
 - (~~2~~) **32** instruction flights on a balloon of the relevant group; **and**

- (2) the following hours of flight experience on balloons:
- (i) for balloons with an envelope capacity between 4001m³ and 7000 m³, 100 hours;
 - (ii) for balloons with an envelope capacity between 7001m³ and 10500 m³, 200 hours;
 - (iii) for balloons with an envelope capacity of more than 10500m³, 300 hours;
 - (iv) for gas balloons with an envelope capacity of more than 1260m³, 50 hours.

FCL.230.B BPL - Recency requirements

- (a) Holders of a BPL shall only exercise the privileges of their licence when ~~complying with the recency requirements in FCL.140-B~~ **they have completed in one class of balloons in the last 24 months at least:**
- (1) **6 hours of flight time as pilot-in-command, including 10 take-offs and landings; and**
 - (2) **1 training flight with an instructor in a balloon within the appropriate class of the maximum envelope capacity that they have privileges for;**
 - (3) **in addition, in the case of pilots qualified to fly more than one class of balloons, in order to exercise their privileges in the other class, they shall have completed at least 3 hours of flight time on that class within the last 24 months, including 3 take-offs and landings.**
- (b) Holders of a BPL who do not comply with the requirements in (a) shall, before they can resume the exercise of their privileges:
- (1) **pass a proficiency check with an examiner in a balloon within the appropriate class of the maximum envelope capacity that they have privileges for; or**
 - (2) **complete the requirements in (a) flying under the supervision of an instructor.**

SUBPART D
COMMERCIAL PILOT LICENCE - CPL

SECTION 1
Common requirements

FCL.300 **CPL - Minimum age**

An applicant for a CPL shall be at least 18 years of age.

FCL.305 **CPL - Privileges and conditions**

- (a) *Privileges.* The privileges of the holder of a CPL are, within the appropriate aircraft category, to:
- (1) exercise all the privileges of the holder of **an LAPL and a PPL**;
 - (2) act as pilot-in-command or co-pilot of any aircraft engaged in operations other than commercial air transportation;
 - (3) act as pilot-in-command in commercial air transport of any single-pilot aircraft, subject to the restrictions specified in FCL.060 and in this Subpart;
 - (4) act as co-pilot in commercial air transportation **subject to the restrictions specified in FCL.060.**
- (b) *Conditions.* An applicant for the issue of a CPL shall have fulfilled the requirements for the class or type rating of the aircraft used in the skill test.

FCL.310 **CPL - Theoretical knowledge examinations**

An applicant for a CPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects, ~~further detailed in Appendix 2 to this Part:~~

Air Law,
Aircraft General Knowledge- Airframe/Systems/Powerplant,
Aircraft General Knowledge – Instrumentation,
Mass and balance,
Performance,
Flight Planning and Monitoring,
Human Performance,
Meteorology,
General Navigation,
Radio Navigation,
Operational Procedures,
Principles of flight,
Visual Flight Rules (VFR) Communications.

FCL.315 **CPL - Training course**

An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an approved training organisation, in accordance with Appendix 3 to this Part.

FCL.320 CPL - Skill test

An applicant for a CPL shall pass a skill test in accordance with Appendix 4 to this Part to demonstrate the ability to perform, as pilot-in-command of the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

SECTION 2

Specific requirements for the aeroplane category – CPL(A)

~~FCL.305.A CPL(A) - Privileges in commercial air transport~~

- ~~(a) The holder of a CPL(A) shall only act as pilot-in-command in commercial air transport on a single-pilot aeroplane provided that:~~
- ~~(1) When carrying passengers under VFR outside a radius of 50 NM (90 Km) from an aerodrome of departure, he/she has a minimum of 500 hours of flight time on aeroplanes or holds a valid instrument rating; or~~
 - ~~(2) When operating on a multi-engine type under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. These hours shall include 100 hours under IFR and 40 hours in multi-engine operations. The 400 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the Operations Manual, on the basis of two hours of flight time as co-pilot for one hour of flight time as pilot-in-command.~~
- ~~(b) The holder of a CPL(A) shall only act under IFR as a single-pilot when he/she complies with (a)(2) and with the applicable requirements prescribed in Subpart OPS of Part-MS.~~
- ~~(c) The holder of a CPL(A) shall only act as pilot-in-command in commercial air transport in multi-pilot operations provided that he/she has completed the command course prescribed in Subpart OPS of Part-MS~~

FCL.325.A CPL(A) - Specific conditions for MPL holders

Before exercising the privileges of a CPL(A), the holder of an MPL shall have completed in aeroplanes:

- (a) 70 hours **of** flight time:
 - (1) as pilot-in-command; or
 - (2) made up of at least 10 hours as pilot-in-command and the additional flight time as pilot-in-command under supervision (PICUS).

Of these 70 hours, 20 shall be of VFR cross-country flight time as pilot-in-command, or cross-country flight time made up of at least 10 hours as pilot-in-command and 10 hours as PICUS. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as pilot-in-command;
- (b) the elements of the CPL(A) modular course as specified in paragraphs ~~4-10~~**10(a)** and ~~4-11~~**11** of Appendix 3. ~~DE to this Part~~; and
- (c) the CPL(A) skill test, in accordance with FCL.320.

SECTION 3

~~Specific Requirements for the helicopter category — CPL(H)~~

~~FCL.305.H — CPL(H) — Privilege to act in commercial air transport~~

- ~~(a) The holder of a CPL(H) shall only act as pilot-in-command in commercial air transport on a single-pilot helicopter provided that:~~
- ~~(1) When operating under IFR, he/she has a minimum of 700 hours total flight time on helicopters, including 300 hours as pilot-in-command. These hours shall include 100 hours under IFR. The 300 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the Operations Manual on the basis of two hours of flight time as co-pilot for one hour flight time as pilot-in-command.~~
 - ~~(2) When operating under visual meteorological conditions (VMC) at night, he/she has:~~
 - ~~(i) a valid instrument rating; or~~
 - ~~(ii) 300 hours flight time on helicopters, including 100 hours as pilot-in-command and 10 hours as pilot flying at night.~~
- ~~(b) The holder of a CPL(H) shall only act under IFR as a single-pilot when he/she complies with (a) and with the applicable requirements prescribed in Subpart OPS of Part-MS.~~

SECTION 4

~~Specific requirements for the powered-lift category — CPL(PL)~~

Reserved

SECTION 5

~~Specific Requirements for the airship category — CPL(As)~~

~~FCL.305.As — CPL(As) — Privileges to act in commercial air transport~~

~~The holder of a CPL(As) shall only act as pilot-in-command in commercial air transport provided that:~~

- ~~(a) For operations under IFR, he/she has a minimum of 500 hours total flight time on airships. These hours shall include at least 100 hours under IFR, and:~~
- ~~(1) 700 hours as co-pilot within an established multi-pilot crew system prescribed in the Operations Manual of an operator; or~~
 - ~~(2) 250 hours as pilot-in-command.~~
- ~~(b) For operations under VMC at night, he/she has:~~
- ~~(1) a valid instrument rating; or~~
 - ~~(2) 300 hours total flight time on airships, including 100 hours as pilot-in-command and 10 hours as pilot flying at night.~~

SUBPART E
MULTI-CREW PILOT LICENCE – MPL

FCL.400.A MPL - Minimum age

An applicant for an MPL shall be at least 18 years of age.

FCL.405.A MPL - Privileges

- (a) The privileges of the holder of an MPL are to ~~(1) act as co-pilot in an aeroplane required to be operated with a co-pilot, and~~
~~(2) exercise the privileges of the IR(A) in an aeroplane required to be operated with a co-pilot,~~
- (b) The holder of an MPL may obtain the extra privileges of:
- (1) the holder of a PPL(A), provided that the requirements for the PPL(A) specified in Subpart C are met;
 - (2) a CPL(A), provided that the requirements specified in FCL.325.A are met.
- (c) **The holder of an MPL shall have the privileges of his/her IR(A) limited to aeroplanes required to be operated with a co-pilot. The privileges of the IR(A) may be extended to** single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as pilot-in-command in single-pilot operations exercised solely by reference to instruments and passed the skill test of the IR(A) as a single-pilot.

FCL.410.A MPL – Training course and theoretical knowledge examinations

- (a) *Course.* An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an approved training organisation in accordance with Appendix 5 to this Part.
- (b) *Examination.* An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A), **in accordance with FCL.515**, and of a multi-pilot type rating.

FCL.415.A MPL – Practical skill

- (a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to this Part, as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.
- (b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to this Part, to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course, or ~~in a simulator~~ **in an FFS** representing the same type.

SUBPART F
AIRLINE TRANSPORT PILOT LICENCE - ATPL

SECTION 1
Common requirements

FCL.500 ATPL - Minimum age

Applicants for an ATPL shall be at least 21 years of age.

FCL.505 ATPL - Privileges

- (a) The privileges of the holder of an ATPL are to, within the appropriate aircraft category:
- (1) exercise all the privileges of the holder of **an LAPL**, ~~a PPL~~ and ~~a CPL~~;
 - (2) act as pilot-in-command in aircraft engaged in commercial air transportation.
 - ~~(3) for the aeroplane category, to exercise all the privileges of an IR(A).~~
- (b) Applicants for the issue of an ATPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.

FCL.515 ATPL – Training course and theoretical knowledge examinations

- (a) *Course.* Applicants for an ATPL shall have completed a training course at an approved training organisation. The course shall be either an integrated training course **or a modular course**, in accordance with Appendix 3 to this Part, ~~or a modular course.~~
- (b) *Examination.* Applicants for an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects, ~~further detailed in Appendix 2 to this Part:~~

Air Law,
Aircraft General Knowledge - Airframe/ Systems/ Power plant,
Aircraft General Knowledge – Instrumentation,
Mass and balance,
Performance,
Flight Planning and Monitoring,
Human Performance,
Meteorology,
General Navigation,
Radio Navigation,
Operational Procedures,
Principles of flight,
VFR Communications,
IFR Communications.

SECTION 2

Specific requirements for the aeroplane category – ATPL(A)

FCL.505.A ATPL(A) - Restriction of privileges for pilots previously holding an MPL

When the holder of an ATPL(A) has previously held only a multi-crew pilot licence, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with FCL.405.A (b)(2) and (3) for single-pilot operations.

FCL.510.A ATPL(A) - Prerequisites, experience and crediting

(a) *Prerequisites.* Applicants for an ATPL(A) shall hold:

- (1) an MPL; or
- (2) a CPL(A) and a multi-engine instrument rating **for aeroplanes**~~(A)~~. In this case, the applicant shall also have received instruction in multi-crew co-operation.

(b) *Experience.* Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:

- (1) 500 hours in multi-pilot operations on aeroplanes with a type certificate issued in accordance with CS-25 or equivalent code, or CS-23 Commuter category or equivalent code;
- (2) (i) 500 hours as pilot-in-command under supervision; or
(ii) 250 hours as pilot-in-command; or
(iii) 250 hours, including at least 70 hours as pilot-in-command, and the remaining as pilot-in-command under supervision;
- (3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
- (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and
- (5) 100 hours of night flight **as pilot-in-command or co-pilot**.

Of the 1500 hours **of** flight time, up to 100 hours of flight time may have been completed in **an** FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in **an** FNPT.

(c) *Crediting.*

- (1) Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of:
 - (i) for TMG or sailplanes, 30 hours flown as pilot-in-command;
 - (ii) for helicopters, 50% of all the flight time requirements of paragraph (b)-
- (2) Holders of a flight engineer licence issued in accordance with applicable national rules shall be credited with 50% of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1500 hours requirement of paragraph (a), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.

(d) The experience required in (b) shall be completed before the skill test for the ATPL(A) is taken.

~~FCL.515.A ATPL(A) - Theoretical knowledge instruction – Modular course~~

~~Applicants for an ATPL(A) that complete their theoretical knowledge instruction at a modular course shall:~~

- ~~1. hold at least a PPL(A); and~~
- ~~2. complete at least the following hours of theoretical knowledge instruction within a period of 18 months:-~~
 - ~~(1) for applicants holding a PPL(A): 650 hours;~~
 - ~~(2) for applicants holding a CPL(A): 400 hours;~~
 - ~~(3) for applicants holding an IR(A): 500 hours;~~
 - ~~(4) for applicants holding a CPL(A) and an IR(A): 250 hours.~~
- ~~(c) The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken~~

FCL.520.A ATPL(A) – Skill test

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform, as pilot-in-command of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.

SECTION 3

Specific requirements for the helicopter category – ATPL(H)

FCL.510.H ATPL(H) - Prerequisites, experience and crediting

Applicants for an ATPL(H) shall:

- (a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in multi-crew co-operation ~~VFR~~;
- (b) have completed as a pilot of helicopters a minimum of 1000 hours of flight time including at least:
 - (1) 350 hours in multi-pilot helicopters;
 - (2) (i) 250 hours as pilot-in-command; or
(ii) 100 hours as pilot-in-command and 150 hours as pilot-in-command under supervision; or
(iii) 250 hours as pilot-in-command under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, **until 100 hours as pilot-in-command have been completed**;
 - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
 - (4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and
 - (5) 100 hours of night flight as pilot-in-command or as co-pilot.

Of the 1000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.

- (c) Flight time in aeroplanes shall be credited up to 50% against the flight time requirements of paragraph (b).
- (d) The experience required in (b) shall be completed before the skill test for the ATPL(H) is taken.

FCL.515.H — ATPL(H) – Theoretical knowledge instruction – Modular course

- (a) ~~Applicants for an ATPL(H) that complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:~~
- ~~3. for applicants holding a PPL(H): 550 hours;~~
 - ~~3. for applicants holding a CPL(H): 300 hours.~~
- (b) ~~Applicants for an ATPL(H)/IR that complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:~~
- ~~1. for applicants holding a PPL(H): 650 hours;~~
 - ~~2. for applicants holding a CPL(H): 400 hours;~~
 - ~~3. for applicants holding an IR(H): 500 hours;~~
 - ~~4. for applicants holding a CPL(H) and an IR(H): 250 hours.~~

FCL.520.H ATPL(H) – Skill test

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform as pilot-in-command of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.

SECTION 4

~~Specific requirements for the powered-lift category – ATPL(PL)~~

Reserved

SUBPART G
INSTRUMENT RATING - IR

SECTION 1
Common requirements

FCL.600 IR - General

Except for the LAPL, H holders of a pilot licence shall ~~only~~ **wishing to** operate an **aeroplane, helicopter, airship or powered-lift** aircraft under IFR ~~when they shall~~ hold an instrument rating appropriate to the category of aircraft, except when they are ~~a pilots~~ undergoing skill testing or dual instruction.

FCL.605 IR - Privileges

- (a) The privileges of a holder of an IR are to fly aircraft under IFR with a minimum decision height of 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an approved training organisation and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft.
- (c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Part.
- (d) *Helicopters only.* To exercise privileges as pilot-in-command under IFR in multi-pilot helicopters, the holder of an IR(H) ~~must~~ **shall** have at least 70 hours of instrument time of which up to 30 hours may be instrument ground time.

FCL.610 IR - Prerequisites and crediting

Applicants for an IR shall:

- (a) hold:
 - (1) **at least a PPL in the appropriate aircraft category and:**
 - (i) ~~with a the privileges to fly at night rating in accordance with FCL.810 in the appropriate aircraft category;~~ or
 - (ii) **an ATPL in another category of aircraft; or**
 - (2) a CPL, ~~with a night rating in the appropriate aircraft category;~~ ~~or (3) an ATPL in another category of aircraft;~~
- (b) have completed at least 50 hours **of** cross-country flight time as pilot-in-command in aeroplanes, helicopters or airships of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.
- (c) *Helicopters only.* Applicants who have completed an **ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H)** integrated flying training course ~~as ATPL(H)/IR, ATPL(H), CPL(H)/IR or CPL(H)~~ shall be exempted from the requirement in ~~paragraph (b).~~

FCL.615 IR - Theoretical knowledge and flight instruction

- (a) *Course.* Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an approved training organisation. The course shall be:
 - (1) an integrated training course ~~that~~ **which** includes training for the IR, in accordance with Appendix 3 to this Part; or

- (2) a modular course in accordance with Appendix 6 to this Part.
- (b) *Examination.* Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects, ~~further detailed in Appendix 2 to this Part:~~

Air Law,
Aircraft General Knowledge – Instrumentation,
Flight Performance and Monitoring,
Human Performance,
Meteorology,
Radio Navigation,
IFR Communications.

FCL.620 IR - Skill test

- (a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to ~~this~~ Part to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.
- (b) For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR the test shall be taken in a single-engine aircraft. **A multi-engine centerline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.**

FCL.625 IR - Validity, revalidation and renewal

- (a) *Validity.* An IR is ~~shall be~~ valid for 1 year. ~~This period shall be counted from the date of issue or renewal or, if the rating is revalidated before its expiry date, from that expiry date.~~
- (b) *Revalidation.*
- (1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
 - (2) ~~An applicant~~ who fails **to** pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until ~~he/she~~ **they have** passed the proficiency check.
- (c) *Renewal.* If an instrument rating has expired, in order to renew ~~his/her~~ **their** privileges ~~the applicants~~ shall:
- (1) go through refresher training at an approved training organisation, to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Part; and
 - (2) complete a proficiency check in accordance with Appendix 9 to this Part, in the relevant aircraft category.
- (d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

SECTION 2

Specific requirements for the aeroplane category

FCL.625.A IR(A) - Revalidation

- (a) *Revalidation.* Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Part;
 - (2) when not combined with the revalidation of a class or type rating, shall:
 - (i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this Part; and
 - (ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Part by sole reference to instruments.
 - (3) An ~~FTD 2/3~~ **FNPT II** or an **FFS representing the relevant type or class of aeroplane** may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.
- (b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

SECTION 3

Specific requirements for the helicopter category

FCL.625.H IR(H) - Revalidation

- (a) Applicants for the revalidation of an IR(H):
- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter.
 - (2) when not combined with the revalidation of a type rating, shall complete only Section 5 and the relevant parts of Section 1 of the proficiency check established in Appendix 9 to this Part for the relevant type of helicopter. In this case, an ~~FTD II/III~~ or an **FFS representing the relevant type of helicopter** may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.
- (b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

FCL.630.H IR(H) - Extension of privileges from single-engine to multi-engine helicopters

Holders of an IR(H) valid for ~~a~~ single-engine helicopters ~~type~~ wishing to extend for the first time the IR(H) to ~~a~~ multi-engine helicopters ~~type~~ shall complete:

- (a) a training course at an approved training organisation comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in **an FFS** or ~~FTD 2/3~~ or ~~FNPT II/III~~; and
- (b) Section 5 of the skill test ~~for single-pilot or multi-pilot helicopters~~ in accordance with Appendix 9 to this Part on ~~that~~ multi-engine ~~type~~ **helicopters**.

SECTION 4

Specific requirements for the powered-lift category

Reserved

SECTION 5

Specific requirements for the airship category

FCL.625.As IR(As) - Revalidation

Applicants for the revalidation of an IR(As):

- (a) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of airship;
- (b) when not combined with the revalidation of a type rating, shall complete Section 5 and those parts of Section 1 relevant to the intended flight of the proficiency check for airships in accordance with Appendix 9 of this part. In this case, an FTD 2/3 or FFS **representing the relevant type** may be used, but at least each alternate proficiency check for the revalidation of an IR(As) in these circumstances shall be performed in an airship.

SUBPART H
CLASS AND TYPE RATINGS

SECTION 1

Common requirements

FCL.700 Circumstances in which class or type ratings are required

- (a) Except in the case of the LAPL, ~~the SPL and the BPL~~, holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except when undergoing skill testing, **or proficiency checks for renewal of class or type ratings**, or receiving flight instruction.
- (b) Notwithstanding paragraph (a), in the case of flights related to the introduction **or modification** of ~~new~~ aircraft types, ~~the pilots shall~~ **may** hold a special certificate given by the competent authority, authorising ~~him/her~~ **them** to perform the flights. This authorisation shall have its validity limited to the specific flights.
- (c) **Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Subpart may not be complied with, pilots may hold a flight test rating issued in accordance with FCL.820.**

FCL.705 Privileges of the holder of a class or type rating

The privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.

FCL.710 Class and type ratings - variants

- (a) In order to extend ~~its~~ **his/her** privileges to another variant of aircraft within one class or type rating, the pilot shall undertake differences or familiarisation training, ~~as defined in accordance with Part-21.~~ **In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established in accordance with Part-21.**
- (b) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston **and touring motor glider** class ratings.
- (c) The differences training shall be entered in the pilot's logbook or equivalent ~~document~~ **record** and signed by the instructor as appropriate.

FCL.725 Requirements for the issue of class and type ratings

- (a) *Training course.* An applicant for a class or type rating shall complete a training course at an approved training organisation. The **type rating** training course shall ~~be based on~~ **include the mandatory training elements** ~~the training syllabi~~ for the relevant class or type as **defined in the operational suitability data** established in accordance with Part-21.
- (b) *Theoretical knowledge examination.* The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the approved training organisation to

demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.

- (1) For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multi-choice questions distributed appropriately across the main subjects of the syllabus.
 - (2) For single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multi-choice questions shall depend on the complexity of the aircraft.
 - (3) For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test, to determine whether or not a satisfactory level of knowledge has been achieved.
 - (4) For **single-pilot** aeroplanes that are ~~certified~~ **classified** as high performance aeroplanes ~~in accordance with Part-21~~, the examination shall be written and comprise at least 60 multi-choice questions distributed appropriately across the main subjects of the syllabus.
- (c) Skill test. An applicant for a type or class rating shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the skill required for the safe operation of the applicable type or class of aircraft.

The applicant shall pass the skill test ~~within a period of 6 months~~ after completion of the type **or class** rating training course and **within a period of 6 months** preceding the application for the issue of the type or class rating.

- (d) ~~Helicopters and airships.~~ An applicant already holding a type rating for an aircraft type, after a skill test performed **with privileges** in either single-pilot or multi-pilot ~~role operations~~, shall be considered to have fulfilled the theoretical requirements when applying for **an extension of the privileges to the opposite single-pilot or multi-pilot operations for the same** a further type rating for the same aircraft type, to be performed in the opposite role.
- (e) **Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as pilot-in-command on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for the relevant aircraft category.**

FCL.740 Validity and renewal of class and type ratings

- (a) The period of validity of class and type ratings shall be ~~12 calendar months~~ **1 year**, except for single-pilot single-engine class ratings, for which the period of validity shall be **2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21.4** ~~calendar months~~. This period shall be counted from the date of issue or renewal or, if the rating is revalidated before its expiry date, from that expiry date.
- (b) *Renewal.* If a class or type rating has expired, the applicant shall:
- (1) take refresher training at an approved training organisation, **when necessary** to reach the level of proficiency necessary to safely operate the relevant type or class of aircraft; and
 - (2) pass a proficiency check in accordance with Appendix 9 to this Part.

SECTION 2

Specific requirements for the aeroplane category

FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings - aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for a class or type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating established in accordance with Part-21. In any case, those requirements and pre-requisites shall be at least the following:

- (a) *Single-pilot multi-engine aeroplanes.* An applicant for a first class or type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as pilot-in-command of aeroplanes.
- (b) *Single-pilot high performance **non-complex** aeroplanes.* Before starting flight training, an applicant for a first type or class rating for a single-pilot aeroplane ~~that is certified~~ **classified** as a high performance aeroplane ~~in accordance with Part-21~~ aeroplane shall:
 - (1) have at least 200 hours of total flying experience, of which 70 hours as pilot-in-command of aeroplanes; and
 - (2)
 - (i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an approved training organisation, ~~containing the elements described in Appendix 10 to this Part~~; or
 - (ii) have passed the ATPL(A) theoretical knowledge examinations **in accordance with this Part**; or
 - (iii) hold, in addition to a licence issued in accordance with this Part, a valid ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with ICAO Annex 1;
 - (3) **in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of (d)(4).**
- (c) *Single pilot high performance complex aeroplanes.* Applicants for the issue of a first type rating for a complex single-pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), hold a multi-engine IR(A).
- (de) *Multi-pilot aeroplanes.* An applicant for the first type rating course for a multi-pilot aeroplane shall be a student currently undergoing training on an MPL training course or comply with the following requirements:
 - (1) have at least 70 hours **of flight experience** as pilot-in-command of aeroplanes;
 - (2) ~~have hold~~ a valid multi-engine IR(A);
 - (3) have passed the ATPL(A) theoretical knowledge examinations **in accordance with this Part**; and
 - (4) except when the type rating course is combined with a multi-crew co-operation (MCC) course:
 - (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or
 - (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot of multi-pilot helicopters; or
 - (iii) have at least 500 hours as a pilot of multi-pilot helicopters; or

- (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport operations **in accordance with Part-OPS.**
- (e) ***Additional multi-pilot and single-pilot high performance complex aeroplane type ratings.*** An applicant for the issue of additional multi-pilot type ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR(A).
- (f) When so determined in the operational suitability data established in accordance with Part-21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot's logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.

FCL.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings - aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with Part-21:

- (a) *Single-pilot multi-engine aeroplanes.*
 - (1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations.
 - (2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.
- (b) ~~*Single-pilot aeroplanes-sea ratings.*~~ The ~~flight training~~ **course for a class or type rating-sea—single-pilot aeroplane-sea ratings** shall include **theoretical knowledge and flight instruction. The flight training instruction course for a class or type rating-sea for single-pilot aeroplanes-sea shall include** at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.

FCL.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course - aeroplanes

- (a) A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated ~~in accordance with article 2 of Commission Regulation No 4702/2003~~ to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:
 - (a1) if an FFS qualified to level CG, C or interim C is used during the course, 1500 hours flight time or 250 route sectors;
 - (b2) if an FFS qualified to level DG, interim D or D is used during the course, 500 hours flight time or 100 route sectors.
- (b) **When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.**

FCL.735.A Multi-crew cooperation training course- aeroplanes

- (a) The multi-crew cooperation (MCC) training course shall comprise at least:
- (1) 25 hours of theoretical knowledge instruction and exercises; and
 - (2) 20 hours of practical MCC training, or 15 hours in the case of students attending an ATP integrated course.

An FNPT II MCC or an FFS shall be used. When the MCC training is combined with ~~the initial type rating training for a multi-pilot aeroplane,~~ the practical MCC training may be reduced to no less than 10 hours if the same ~~FSTD-FFS~~ is used for both the MCC and type rating training. ~~A FNPT II or a FFS shall be used.~~

- (b) The MCC training course shall be completed within 6 months at an approved training organisation.
- (c) Unless the MCC course has been combined with a ~~multi-pilot~~ type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

FCL.740.A Revalidation of class and type ratings - aeroplanes

- (a) *Revalidation of type ratings and multi-engine class ratings.* For revalidation of type ratings and multi-engine class ratings, the applicant shall:

- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type or class of aeroplane **or an FSTD representing that type or class**, within the three months immediately preceding the expiry date of the rating; and
- (2) complete during the period of validity of the rating, at least:
 - (i) 10 route sectors as pilot of the relevant type or class of aeroplane; or
 - (ii) 1 route sector as pilot of the relevant type or class of aeroplane or FFS, flown with an examiner. **This route sector may be flown during the proficiency check.**
- (3) A pilot working for a commercial air transport operator **approved in accordance with Part-OPS** who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type or class rating shall be exempted from complying with the requirement in (2).
- (4) The revalidation of an IR(A), if held, ~~shall~~**may** be combined with a proficiency check for the revalidation of a class or type rating.

- (b) *Revalidation of single-pilot single-engine class ratings.*

- (1) *Single-engine piston aeroplane class ratings and touring motor glider ratings.* For revalidation of single-pilot single-engine piston aeroplane class ratings or touring motor glider class ratings the applicant shall:
 - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or
 - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
 - 6 hours as pilot-in-command;
 - 12 take-offs and 12 landings; and
 - a training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if

they have passed a **class or type rating** proficiency check or skill test in any other class or type of aeroplane.

- (2) ~~For at least every third revalidation, the applicant shall comply with the requirements in (1)(i).~~
- (32) When ~~the~~ applicants holds both a single-engine piston aeroplane-land class rating and a touring motor glider rating, ~~he/she~~**they** may complete the requirements of ~~the~~ paragraph (1) ~~above~~ in either class, and achieve revalidation of both ratings.
- (43) *Single-pilot single-engine turbo-prop aeroplanes.* For revalidation of single-engine turbo-prop class ratings ~~the~~ applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to this Part with an examiner, within the 3 months preceding the expiry date of the rating.
- (c) ~~An~~ Applicants who fails to ~~pass~~**achieve a pass in** all sections of a proficiency check before the expiry date of a type or class rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

SECTION 3

Specific requirements for the helicopter category

FCL.720.H Experience requirements and prerequisites for the issue of type ratings - helicopters

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for **the issue of the first helicopter** type rating shall comply with the **following** experience requirements and prerequisites for the issue of the relevant rating: ~~established in accordance with Part-21. In any case, those requirements and pre-requisites shall be at least the following:~~

- (a) *Multi-pilot helicopters.* An applicant for the first type rating course for a multi-pilot helicopter type shall:
- (1) have at least 70 hours as pilot-in-command of helicopters;
 - (2) except when the type rating course is combined with a multi-crew co-operation (MCC) course:
 - (i) hold a certificate of satisfactory completion of an MCC course in helicopters; or
 - (ii) have at least 500 hours as a pilot in multi-pilot aeroplanes; or**
 - (iii) have at least 500 hours as a pilot on multi-pilot operations on ~~single-pilot~~ multi-engine helicopters;
 - (3) have passed the ATPL(H) theoretical knowledge examinations.
- (b) An applicant for the first type rating course for a multi-pilot helicopter type ~~that~~**who** is a graduate from ~~an ATP(H)/IR-integrated, ATP(H)-integrated, CPL(H)/IR integrated or CPL(H) integrated course~~ **may and who does** not comply with the requirement of (a)(1), ~~In this case, he/she,~~ shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:
- (1) completed 70 hours as pilot-in-command or pilot-in-command under supervision of helicopters;
 - (2) passed the multi-pilot skill test on the applicable helicopter type as pilot-in-command.
- (c) *Single-pilot multi-engine helicopters.* An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:

(1) **before starting flight training:**

- (i) have passed the ATPL(H) theoretical knowledge examinations; or
- (ii) hold a certificate of completion of a pre-entry course conducted by an approved training organisation. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course:

Aircraft General Knowledge: airframe/systems/powerplant, and instrument/electronics,

Flight Performance and Planning: mass and balance, performance;

- (2) in the case of applicants who have not completed an **ATP(H)/IR, ATP(H), or CPL(H)/IR** integrated flying training course ~~as ATPL(H)/IR, ATPL(H), or CPL(H)/IR,~~ have completed at least 70 hours as pilot-in-command of helicopters.

FCL.735.H Multi-crew cooperation training course- helicopters

- (a) The multi-crew cooperation (MCC) training course shall comprise at least:

- (1) for MCC/IR:

- (i) 25 hours of theoretical knowledge instruction and exercises; and
- (ii) ~~45~~**20** hours of practical MCC training **or 15 hours, in the case of students attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;**

- (2) for MCC/VFR:

- (i) 25 hours of theoretical knowledge instruction and exercises; and
- (ii) ~~40~~**15** hours of practical MCC training **or 10 hours, in the case of students attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 7 hours if the same FSTD is used for both MCC and type rating.**

- (b) The MCC training course shall be completed within 6 months at an approved training organisation.

An FNPT II or III qualified for MCC, an FTD 2/3 or an FFS shall be used.

- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1)(i) or (a)(2)(i), as applicable.
- (e) **An applicant for MCC/IR training who has completed MCC/VFR training shall be exempted from the requirement in (a)(1)(i), and shall complete 5 hours of practical MCC/IR training.**

FCL.740.H Revalidation of type ratings – helicopters

- (a) *Revalidation.* For revalidation of type ratings for helicopters, the applicant shall:

- (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of helicopter **or an FSTD representing that type** within the 3 months immediately preceding the expiry date of the rating; and

- (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
- (3) When ~~the applicant~~ holds more than 1 type rating for ~~the single-engine piston helicopters listed in Appendix 11 to this part~~, ~~he/she/they shall~~ **may** achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that ~~he/she/they~~ **has** completed at least 2 hours of **flight time as pilot-in-command** ~~flight time~~ on the other types during the validity period.

The proficiency check shall always be performed on the type least recently used for a proficiency check.

- (4) When ~~the applicant~~ holds more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, ~~he/she/they shall~~ **may** achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that ~~he/she/they~~ **has** completed:
 - (i) 300 hours as pilot-in-command on helicopters;
 - (ii) 15 hours on each of the types held; and
 - (iii) at least 2 hours of pilot-in-command flight time on each of the other types during the validity period.

The proficiency check shall ~~always~~ be performed **each time** on ~~the~~ **a different** type least recently used for a proficiency check.

- (5) **A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).**
 - (6) **The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.**
- (b) An applicant who fails to **achieve a pass** in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.

SECTION 4

Specific requirements for the powered-lift aircraft category

FCL.720.PL Experience requirements and prerequisites for the issue of type ratings - powered-lift aircraft

Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for **the first issue** of a powered-lift type rating shall comply with the **following** experience requirements and prerequisites ~~for the issue of the relevant rating established in accordance with Part-21. In any case, those requirements and pre-requisites shall be at least the following:~~

- (a) for pilots of aeroplanes:
 - (1) hold a CPL/IR(A) with ATPL theoretical knowledge or an ATPL(A);
 - (2) hold a certificate of completion of an MCC course;
 - (3) have completed more than 100 hours as pilot of multi-pilot aeroplanes;
 - (4) have completed 40 hours of flight instruction in helicopters;

- (b) for pilots of helicopters:
 - (1) hold a CPL/IR(H) with ATPL theoretical knowledge or an ATPL/IR(H);
 - (2) hold a certificate of completion of an MCC course;
 - (3) have completed more than 100 hours as a pilot of multi-pilot helicopters;
 - (4) have completed 40 hours of flight instruction in aeroplanes;
 - (c) for pilots qualified to fly both aeroplanes and helicopters:
 - (1) hold at least a CPL(H);
 - (2) hold an IR and **ATPL theoretical knowledge or** an ATPL in either aeroplanes or helicopters;
 - (3) hold a certificate of completion of an MCC course in either helicopters or aeroplanes;
 - (4) have completed at least 100 hours as a pilot of multi-pilot helicopters or aeroplanes;**
 - (5) have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi-pilot aircraft.**
- ~~(i) at least 100 hours as pilot in command of multi-pilot helicopters or aeroplanes; or~~
- ~~(ii) 500 hours as a pilot on multi-pilot helicopters or aeroplanes; or~~
- ~~(iii) 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine helicopters or aeroplanes, in commercial air transport operations.~~

FCL.725.PL Flight instruction for the issue of type ratings - powered-lift aircraft

The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.

FCL.740.PL Revalidation of type ratings – powered-lift aircraft

- (a) *Revalidation.* For revalidation of powered-lift type ratings, the applicant shall:
 - (1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;
 - (2) complete during the period of validity of the rating, at least:
 - (i) 10 route sectors as pilot of the relevant type of powered-lift aircraft; or
 - (ii) 1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. **This route sector may be flown during the proficiency check.**
 - (3) A pilot working for a commercial air transport operator **approved in accordance with Part-OPS** who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall be exempted from complying with the requirement in (2).
- (b) An applicant who fails to **achieve a pass in** all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until the a pass in the proficiency check has been achieved.

SECTION 5

Specific requirements for the airship category

FCL.720.As Prerequisites for the issue of type ratings - airships

~~(a) — Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the first issue of an airship type rating shall comply with the following experience requirements and prerequisites: for the issue of the relevant rating established in accordance with Part-21.~~

~~(b) — Multi-pilot airships.~~

~~(1) — An applicant for the first type rating course~~

~~(a) for a multi-pilot airships: type shall:~~

(1) have completed 70 hours of flight time as pilot-in-command on airships;

(2) hold a certificate of satisfactory completion of MCC in airships.

(32) An applicant who does not comply with the requirement in (24) shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as pilot-in-command or pilot-in-command under supervision of airships.

FCL.735.As Multi-crew cooperation training course - airships

(a) The multi-crew cooperation (MCC) training course shall comprise at least:

~~(1) — for MCC/IR:~~

~~(i) — 15 hours of theoretical knowledge instruction and exercises; and~~

~~(ii) — 10 hours of practical MCC training;~~

~~(2) — for MCC/VFR:~~

~~(1) 12 hours of theoretical knowledge instruction and exercises; and~~

~~(2) 5 hours of practical MCC training;~~

~~(3) An FNPT II, or III qualified for MCC, an FTD 2/3 or an FFS shall be used.~~

(b) The MCC training course shall be completed within 6 months at an approved training organisation.

(c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.

(d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in ~~(a)(1)(i) or (a)(2)(i), as applicable.~~

FCL.740.As Revalidation of type ratings - airships

(a) *Revalidation.* For revalidation of type ratings for airships, the applicant shall:

(1) pass a proficiency check in accordance with Appendix 9 to this Part in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and

(2) complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.

(3) The revalidation of an IR(As), if held, ~~shall~~ **may** be combined with a proficiency check for the revalidation of a class or type rating

- (b) An applicant who fails to **achieve a pass in** all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

SUBPART I
ADDITIONAL RATINGS ~~AND QUALIFICATIONS~~

FCL.800 Aerobatic rating

- (a) Holders of a pilot licence for aeroplanes, TMGs or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.
- (b) Applicants for an aerobatic rating shall have completed:
 - (1) at least 40 hours of flight time **or, in the case of sailplanes, 120 launches** as pilot-in-command in the appropriate aircraft category, **completed after the issue of the licence**;
 - (2) **a training course at an approved training organisation, including:**
 - (2i)** theoretical knowledge instruction appropriate for the rating;
 - (2ii) at least 5 hours or 20 flights** of dual-aerobatic instruction ~~time~~ **in the appropriate aircraft category.**
- (c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. ~~This limitation may be withdrawn and the~~ **The privileges will be** extended to another category of aircraft if the pilot holds a valid licence for that aircraft category and has successfully completed at least **3 one dual training familiarization flights covering the full aerobatic training syllabus** ~~with an instructor holding an aerobatic rating for~~ **in** that category of aircraft.

FCL.805 Sailplane towing and banner towing ratings

- (a) Holders of a pilot licence with privileges to fly aeroplanes or touring motor gliders shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a **sailplane** towing rating shall have completed:
 - (1) ~~at least 150 hours of flight time as pilot-in-command for the banner towing rating or 100~~ **30 hours of flight time as pilot-in-command and 60 take-offs and landings for the sailplane towing rating. At least 40 of these hours shall be in aeroplanes,** if the activity is to be carried out in aeroplanes, or in touring motor gliders, if the activity is to be carried out in touring motor gliders, **completed after the issue of the licence**;
 - (2) **a training course at an approved training organisation including:**
 - (i)** theoretical knowledge instruction on towing operations and procedures;
 - (ii) at least 10 dual-instruction flights, including at least 5 dual instruction flights,** towing either a banner or a sailplane, ~~as appropriate~~;
 - (iii) additionally, for the sailplane towing rating, 3** ~~except for holders of an LAPL(S) or an SPL, 5~~ familiarisation flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed:
 - (1) **at least 100 hours of flight time and 200 take-offs and landings as pilot-in-command on aeroplanes and/or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes,** if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in touring motor gliders;

- (2) a training course at an approved training organisation including:
 - (i) theoretical knowledge instruction on towing operations and procedures;
 - (ii) at least 10 instruction flights towing a banner, including at least 5 dual flights.
- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a valid licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.
- (e) In order to exercise the privileges of the banner or sailplane towing ratings, the holder shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges the pilot shall complete the missing tows with or under the supervision of an instructor.

FCL.810 Night rating

- (a) *Aeroplanes, touring motor gliders, airships.*
 - (1) If the privileges of an LAPL or a PPL for aeroplanes, touring motor gliders or airships are to be exercised in VFR conditions at night, applicants shall **have completed a training course at an approved training organisation. The course shall comprise:**
 - (i) **theoretical knowledge instruction;**
 - (ii) **at least 5 additional hours of flight time in the appropriate aircraft category at night, ~~comprising~~ including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross country flight of at least 50 km and 5 solo take-offs and ~~five~~ 5 solo full-stop landings.**
 - (2) **Before completing the training at night, LAPL holders shall have completed the basic instrument flight training required for the issue of the PPL.**
 - (3) **When applicants hold both a single-engine piston aeroplane-land class rating and a touring motor glider rating, they may complete the requirements in (1) above in either class or both classes.**
- (b) *Helicopters.* If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have:
 - (1) completed at least 100 hours of flight time as pilots in helicopters after the issue of the licence, including at least 60 hours as pilot-in-command of helicopters and 20 hours of cross-country flight;
 - (2) completed a training course at an approved training organisation. The course shall be completed within a period of 6 months and comprise:
 - (i) 5 hours of theoretical knowledge instruction;
 - (ii) 10 hours of helicopter dual instrument instruction time; and
 - (iii) 5 hours of flight time **at night**, including at least 3 hours of dual instruction, **including at least 1 hour of cross-country navigation** and 5 solo night circuits. Each circuit shall include a take-off and a landing.
 - (3) An applicant who holds or has held an IR in **an aeroplane or touring motor glider, another category of aircraft** shall be credited with 5 hours towards the requirement in (2)(ii) above.

- ~~(c) *Sailplanes.* If the privileges of a LPL(S) or a SPL are to be exercised in VFR conditions at night, applicants shall have completed at least:~~
- ~~(1) 50 hours as pilot-in-command in sailplanes or powered sailplanes after the issue of the licence;~~
 - ~~(2) 5 hours of dual flight instruction at night.~~
 - ~~(3) The privileges of this rating shall be limited to flight taking-off and landing at the same aerodrome.~~
- (c) *Balloons.* If the privileges of an LAPL for balloons or a BPL are to be exercised in VFR conditions at night, applicants shall complete at least ~~two~~**2** instruction flights **at night of at least hour each** with take-off during the night, with an average flight time of ~~90 minutes each.~~

FCL.815 Mountain ratings

- (a) *Privileges.* The privileges of the holder of a ~~wheel-mountain rating or a ski-mountain rating~~ are to conduct flights **with aeroplanes or TMG** to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the Member States.

The initial mountain rating may be obtained either on:

- ~~(1) The wheels, to-mountain rating grants the privilege to fly to and from such surfaces when they runway is are not covered by snow; or~~
 - ~~(2) The skis, to-mountain rating grants the privilege to fly to and from such surfaces when they runway is are covered by snow.~~
 - (3) The privileges of the initial rating may be extended to either wheel or ski when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.**
- (b) *Training course.* Applicants for a ~~wheel or ski-mountain rating~~ shall have completed, within a period of ~~12~~**24** months, a course of theoretical knowledge instruction and flight training at an approved training organisation. The content of the course shall be appropriate to the relevant rating **privileges sought**.
- (c) *Skill test.* After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:
- (1) **a** verbal examination of theoretical knowledge;
 - (2) 6 landings on at least ~~two~~**2** different surfaces designated as requiring a mountain rating other than the surface of departure.
- (d) *Validity.* A mountain rating shall be valid for a period of ~~24~~**12** months.
- (e) *Revalidation.* For revalidation of a mountain rating, the applicant shall:
- (1) have completed at least ~~63~~ mountain landings in the past ~~24~~**12** months; or
 - (2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).
 - ~~(3) For at least every third revalidation the applicant shall comply with the requirements in (2).~~
- (f) *Renewal.* If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

FCL.820 Flight tests rating

- (a) Holders of a pilot licence for aeroplanes or helicopters shall only ~~act as undertake~~ **pilot-in-command** in category 1 or 2 flight tests, **as defined in Part-21, when they hold a flight test rating.**
- (b) **The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:**
- (1) **helicopters certificated in accordance with the standards of CS-27 or CS-29 or equivalent airworthiness codes; or**
 - (2) **aeroplanes certificated in accordance with:**
 - (i) ~~for the certification of aircraft in accordance with article 2 of Commission Regulation No 1702/2003 to~~ **the standards of CS-25 or equivalent airworthiness codes; or**
 - (ii) **the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with an maximum take-off mass of less than 2000kg** ~~CS-27 and CS-29 or equivalent airworthiness codes, when they.~~
- (c) **The privileges of the holder of a flight test rating are to, within the relevant aircraft category:**
- (1) **in the case of a category 1 flight test rating, conduct all categories of flight tests, as defined in Part-21, either as pilot-in-command or co-pilot;**
 - (2) **in the case of a category 2 flight test rating:**
 - (i) **conduct category 1 flight tests, as defined in Part-21:**
 - **as a co-pilot; or**
 - **as pilot-in-command, in the case of aeroplanes referred to in (b)(2)(ii), except for those within the commuter category or having an MD above 0.6 or a maximum ceiling above 25.000ft;**
 - (ii) **conduct all other categories of flight tests, as defined in Part-21, either as pilot-in-command or co-pilot;**
 - (3) **in addition, for both category 1 or 2 flight test ratings, to conduct flights specifically related to the activity of design and production organisations, within the scope of their privileges, when the requirements of Subpart H may not be complied with.**
- (d) **Applicants for the first issue of a flight test rating shall:**
- (1) **hold at least a CPL and an IR in the appropriate aircraft category;**
 - (2) **have completed at least 1000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as pilot-in-command;**
 - (23) **have completed a training course at an approved training organization appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:**
 - **Performance;**
 - **Stability and control/-Handling qualities;**
 - **Systems;**
 - **Test management;**
 - **Risk/-Safety management.**
- (e) **The privileges of holders of a flight test rating may be extended to another category of test flight and another category of aircraft when they have completed an additional course of training at an approved training organisation.**

~~(b) Category 1 flight tests include the following:~~

- ~~(1) initial flights of a new type of aircraft or of an aircraft of which flight or piloting characteristics have been significantly modified;~~
- ~~(2) flights to investigate novel or unusual aircraft design features or techniques;~~
- ~~(3) flights to determine or expand the flight envelope;~~
- ~~(4) flights to determine the specified performances, flight characteristics and handling qualities in extreme conditions.~~

~~(c) Category 2 flight tests include the following:~~

- ~~(1) Flights done in the part of the flight envelope that has already been opened and comprising manoeuvres during which it is not envisaged to encounter flight or handling characteristics significantly different from those already known;~~
- ~~(2) Display flights and demonstration flights of a non type-certificated aircraft;~~
- ~~(3) Flights conducted for the purpose of determining whether there is reasonable assurance that the aircraft and its parts and appliances are reliable and function properly.~~

SUBPART J
INSTRUCTORS

SECTION 1
Common requirements

FCL.900 Instructor certificates

- (a) *General.* A person shall ~~only not~~ carry out:
- (1) flight instruction in aircraft ~~whenever~~ unless he/she holds:
 - (i) a pilot licence issued or accepted in accordance with this Regulation;
 - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
 - (2) synthetic flight instruction or multi-crew cooperation instruction ~~unless~~ when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.
- (b) *Special conditions*
- (1) In the case of introduction of new aircraft **in the Member States or in an operator's fleet**, when compliance with the requirements established in this Subpart is not possible, the competent authority ~~shall~~ **may** issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed ~~3~~ **1** years.
 - (2) **Holders** of a certificate issued in accordance with (b)(1) who wishes to apply for **the issue of** an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor.
- (c) *Instruction outside the territory of the Member States:*
- (1) **Notwithstanding paragraph (a), in the case of instruction provided in a training organisation located outside the territory of the Member States, the competent authority may issue an instructor certificate to an applicant holding a pilot licence issued by a third country in accordance with ICAO Annex 1, provided that the applicant:**
 - (i) holds at least a CPL;
 - (ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;
 - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise instructional privileges in accordance with this Part.
 - (2) **The certificate shall be limited to providing instruction:**
 - (i) in training organisations located outside the territory of the Member States;
 - (ii) to students who have sufficient knowledge of the language in which instruction is given.

FCL.915 General prerequisites and requirements for instructors

- (a) *General.* An applicant for an instructor certificate shall be at least 18 years of age.

- (b) *Additional requirements for ~~flight~~ instructors **providing flight instruction in aircraft.*** An applicant for **or the holder of** an instructor certificate with privileges to conduct flight instruction in an aircraft shall:
- (1) hold at least the licence and, ~~if applicable~~ **where relevant**, the rating for which instruction is to be given;
 - (2) **except in the case of the flight test instructor**, have:
 - (i) completed at least 15 hours of flight as a pilot on the class or type of aircraft on which instruction is to be given, of which a maximum of 7 hours may be in an FSTD **representing the class or type of aircraft**, if applicable; or
 - (ii) passed **an assessment of competence** ~~skill test or proficiency check~~ for the relevant category of instructor on that class or type of aircraft;
 - (3) be entitled to act as pilot-in-command of the aircraft during such instruction.
- (c) *Credit towards further ratings and for the purpose of revalidation*
- (1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.
 - (2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for **all** instructor certificates held.

FCL.920 Instructor competencies and assessment

~~(a) *General.*~~ All instructors shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource management,
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

~~(b) *Assessment.*~~ ~~Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI) and the mountain rating instructor (MI), the skill test for the issue of an instructor certificate shall include the assessment of the applicant's competences as described in (a).~~

FCL.925 Additional requirements for instructors for the MPL

- (a) Instructors conducting training for the MPL shall:
- (1) have successfully completed an MPL instructor training course at an approved training organisation; and
 - (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:
 - (i) be experienced in multi-pilot operations; and
 - (ii) have completed initial crew resource management training with a commercial air transport operator **approved in accordance with Part-OPS**.

- (b) *MPL instructors training course-*
- (1) The MPL instructor training course shall comprise at least 14 hours of training.
 - (2) ~~Upon~~ **Upon** completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.
The assessment shall consist of a practical demonstration of instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an ~~instructor~~-examiner **qualified in accordance with Subpart K.**
 - (3) Upon successful completion of the MPL training course, the approved training organisation shall issue an MPL instructor qualification certificate to the applicant.
- (c) In order to maintain the privileges ~~to conduct competency based approach training~~, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:
- (1) 1 simulator session of at least 3 hours; or
 - (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.
- (d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct instruction for the MPL he/she shall:
- (1) receive refresher training at an approved training organisation to reach the level of competence necessary to pass the assessment of instructor competencies; and
 - (2) pass the assessment of instructor competencies as set out in (b)(2).

FCL.930 Training course

Applicants for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an approved training organisation. In addition to the specific elements prescribed in this Part for each category of instructor, the course shall contain the elements required in FCL.920.

FCL.935 Assessment of competence

- (a) **Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.**
- (b) **This assessment shall include:**
 - (1) **the demonstration of the competencies described in FCL.920, during pre-flight, post-flight and theoretical knowledge instruction;**
 - (2) **oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations during skill tests in the appropriate aircraft class, type or FSTD;**
 - (3) **exercises adequate to evaluate the instructor's competencies.**
- (c) **The assessment shall be performed on the same type or class of aircraft or FSTD used for the instruction.**
- (d) **When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not**

exercise the privileges of that certificate until the assessment has successfully been completed.

FCL.940 Validity of instructor certificates

With the exception of the mountain rating instructor, and without prejudice to FCL.900(b)(12), instructor certificates shall be valid for a period of 3 years.

SECTION 2

Specific requirements for the light aircraft flight instructor - LAFI

FCL.905.LAFI LAFI - Privileges and conditions

The privileges of a light aircraft flight instructor (LAFI) are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a basic **LAPL**, in the case of aeroplanes ~~and helicopters~~;
- (b) **an LAPL**, in the appropriate aircraft category;
- (c) class ~~or~~, type ~~or group~~ extensions to be endorsed on **an LAPL**, in the appropriate aircraft category;
- (d) the night, ~~qualification and~~ **aerobatic and towing** ratings in the appropriate aircraft category, provided **that** the instructor ~~is qualified to fly at night~~ **holds the appropriate rating or qualification** and has demonstrated the ability to instruct ~~at night for that rating or qualification~~ to an instructor qualified in accordance with (ef);
- ~~(e) towing and aerobatic ratings in the appropriate aircraft category, provided that the LAFI holds the appropriate rating and, in the case of aerobatics, has at least 20 hours of experience in aerobatic flying;~~
- (e) **an LAFI certificate**, provided that the instructor:
 - ~~(31)~~ **has demonstrated to an instructor examiner the ability to instruct for the LAFI certificate, during an assessment of competence** conducted in accordance with ~~Appendix 12 to this Part FCL.935~~ in the appropriate aircraft category; **and**
 - ~~(42)~~ **in the case of an LAFI for sailplanes or balloons, has completed at least 50 hours or 150 launches** of instruction in ~~the appropriate aircraft category~~ **sailplanes**;
 - ~~(3)~~ **in the case of an LAFI for balloons, has completed 50 hours or 50 take-offs of instruction in balloons**;
 - ~~(24)~~ **for all other aircraft categories, has completed at least 250-150 hours of instruction in the appropriate aircraft category.**

FCL.910.LAFI LAFI - Restricted privileges

- (a) **An LAFI** shall have his/her privileges limited to not acting as an instructor for first solo flights and first solo navigation flights and to only conducting flight instruction for the issue of **an LAPL** under the supervision of **an LAFI** or **FI** for the same category of aircraft nominated by the training organisation for this purpose.
- (b) The limitations in (a) shall be removed from the certificate when the LAFI has completed:
 - (1) in the case of **an LAFI** for aeroplanes, at least 50 hours of flight instruction in a single-engine piston aeroplane or TMG and has supervised at least 25 student solo flights;
 - (2) in the case of **an LAFI** for helicopters, at least 50 hours of flight instruction in helicopters and supervised at least 25 student solo flights ~~air exercises~~;

- (3) in the case of an LAFI for sailplanes, at least 15 hours or 50 launches of flight instruction covering the full flight training syllabus for the issuance of the LAPL for sailplanes;
- (4) in the case of an LAFI for balloons, at least 15 hours or 50 take-offs of flight instruction covering the full flight training syllabus for the issuance of an LAPL for balloons.

FCL.915.LAFI LAFI - Prerequisites for the LAFI training course

~~Before attending the training course for the LAFI, a~~An applicant for an LAFI certificate shall have:

~~(a) passed a pre-entry flight test to assess his/her ability to undertake the course.~~

~~In the case of the LAFI for aeroplanes and helicopters, the flight test shall be taken with a FI in the appropriate aircraft category. In the case of LAFI for other categories of aircraft, the flight test shall be taken with a LAFI or FI in the appropriate aircraft category.~~

~~(ba)~~ in the case of an LAFI for aeroplanes:

~~a. received at least 3 hours of instrument flight instruction in a single-engine piston aeroplane, of which not more than 2 hours may be instrument ground time in a FSTD;~~

(21) completed at least 20 hours of cross-country flight time in a single-engine piston aeroplane or TMG as pilot-in-command;

(32) completed at least 200 hours of flight time, ~~of which~~**including** 150 hours as pilot-in-command **on aeroplanes or TMG**;

(43) completed at least 30 hours of flight time **as pilot-in-command** on a single-engine piston aeroplane **when the applicant wants to give instruction on single-engine piston aeroplanes**; ~~of which at least 5 hours shall have been completed during the six months preceding the pre-entry flight test set out in (a);~~

(4) **completed at least 30 hours of flight time as pilot-in-command on a TMG when the applicant wants to give instruction on touring motor gliders.**

~~(eb)~~ in the case of an LAFI for helicopters:

(1) received at least 10 hours of instrument flight instruction in a single-engine piston helicopter, of which not more than 5 hours may be instrument ground time in an FSTD;

(2) completed at least 20 hours of cross-country flight time in helicopters as pilot-in-command;

(3) completed at least 250 hours of flight time in helicopters of which 200 hours as pilot-in-command;

(4) have completed at least 15 hours of flight on the type of helicopter on which instruction is to be given;

~~(ec)~~ in the case of an LAFI for sailplanes, completed at least 100 hours of flight time as pilot-in-command and 200 launches as pilot-in-command on sailplanes **and powered sailplanes, excluding TMGs**. Additionally, ~~in case~~**when** the applicant wants to give instruction on **touring** motor gliders, he/she shall complete at least 30 hours of flight time as pilot-in-command on TMG **and complete an additional assessment of competence in accordance with FCL.935 on a TMG with an LAFI qualified in accordance with FCL.905.LAFI (e)**;

~~(ed)~~ in the case of an LAFI for balloons, completed at least 75 hours of balloon flight time as pilot-in-command, of which at least 15 hours have to be in the class ~~and group for on~~ which instruction ~~will be given~~**is to be given**.

FCL.930.LAFI LAFI - Training course

- (a) Applicants for a LAFI certificate shall have **passed a pre-entry flight test to assess their abilities to undertake the training course.** ~~completed a course of theoretical knowledge instruction and flight training at an approved training organization.~~

The pre-entry flight test shall be taken with an LAFI qualified in accordance with FCL.905.LAFI (e) or an FI qualified in accordance with FCL.905.FI (i) in the appropriate aircraft category.

- (b) The **training course for the LAFI** shall include, at least:

(a1) for the LAFI for aeroplanes, **TMGs** or helicopters:

- (1i) **25 hours of teaching and learning;** ~~50 hours of theoretical knowledge instruction, including progress tests.~~
- (2ii) ~~25 hours of instructional techniques~~ **50 hours of theoretical knowledge instruction, including progress tests;**
- (3iii) (A) for the LAFI for aeroplanes **or TMGs:** at least ~~45~~**12** hours of dual flight instruction, **including 1 hour of flight instruction by reference solely to instruments. Of the 12 hours, of which 3 hours 1** may be conducted in an FSTD;
- (B) for the LAFI for helicopters: at least 25 hours of dual flight instruction, of which 5 hours may be conducted in an FSTD.
- (4iv) Pilots holding an LAFI **(A) or (H)** or an FI **(A), (H) or (As)** certificate ~~of any category of aircraft~~ shall be credited with 30 hours towards the 50 hours in ~~(ba)(1)(ii).~~
- (v) **Pilots holding an LAFI (S) or (B) or an FI (S) or (B) certificate shall be credited with 18 hours towards the 50 hours in (b)(1)(ii).**
- (vi) **Pilots holding an LAFI or FI certificate for sailplanes with TMG extension shall be credited with 6 hours towards the requirement in (b)(1)(iii)(A);**

(b2) ~~F~~for the LAFI for sailplanes or balloons:

- (i) **25 hours of teaching and learning;**
- (1ii) 30 hours of theoretical knowledge instruction ~~and instructional techniques, including progress tests;~~
- (2iii) (A) for the LAFI for sailplanes, ~~40~~**at least 6** hours of dual flight instruction or at least 20 take-offs;
- (B) **for the LAFI for sailplanes providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;**
- (C) for the LAFI for balloons 3 hours of dual flight instruction, including at least 3 take-offs;
- (3D) ~~p~~Pilots holding an LAFI or an FI certificate on any category of aircraft shall be credited with ~~40~~**18** hours towards the requirement in (b) ~~(24)~~**(ii).**

- (c) **Pilots having held an FI certificate in the same category of aircraft shall be credited in full towards the requirements in (a) and (b) above.**

~~**FCL.935.LAFI LAFI - Skill test**~~

~~An applicant for an LAFI certificate shall pass a skill test to demonstrate to an examiner the ability to instruct a student pilot to the level required for the issue of a LPL, including pre-flight,~~

~~post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendix 12 to this Part.~~

FCL.940.LAFI LAFI - Revalidation and renewal

- (a) For revalidation of an LAFI certificate the holder shall fulfil ~~two-2~~ of the following ~~three-3~~ requirements:
- (1) complete at least:
 - (i) in the case of an LAFI for aeroplanes or helicopters, 45 hours **or 120 take-offs** of flight instruction in the appropriate aircraft category as LAFI, FI, TRI, CRI, IRI, ~~MI SFI~~ or as an examiner during the period of validity of the certificate, ~~including at least 15 hours of flight instruction within the 12 months preceding the expiry date of the certificate;~~
 - (ii) in the case of an LAFI for sailplanes, 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as LAFI, FI or as examiner during the period of validity of the certificate, ~~including at least 10 hours or 20 take-offs of flight instruction within the 12 months preceding the expiry date of the certificate;~~
 - (iii) in the case of an LAFI for balloons, 6 hours of flight instruction in balloons as LAFI, FI or as examiner during the period of validity of the certificate, ~~including at least 2 hours of flight instruction within the 12 months preceding the expiry date of the certificate;~~
 - (2) attend an instructor refresher seminar within the validity period of the certificate;
 - (3) pass ~~proficiency check in accordance with Appendix 12 to this Part~~ **an assessment of competence in accordance with FCL.935** within the 12 months preceding the expiry date of the LAFI certificate.
- ~~(b) For at least each third revalidation of a LAFI certificate, the holder shall pass a proficiency check in accordance with Appendix 12 to this Part.~~
- (eb) Renewal. If the certificate has lapsed, the applicant shall, within a period of 12 months before the renewal:
- (1) attend an instructor refresher seminar;
 - (2) pass **an assessment of competence in accordance with FCL.935** ~~a proficiency check in accordance with Appendix 12 to this Part.~~

SECTION 3

Specific requirements for the flight instructor - FI

FCL.905.FI FI - Privileges and conditions

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;
- (b) class and type ratings for single-pilot, single-engine aircraft, **except for single-pilot high performance complex aeroplanes**, ~~and~~ class and group extensions, in the case of balloons **and class extensions in the case of sailplanes**;
- (c) type ratings for single or multi-pilot airship;
- (d) a CPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot in that aircraft category, including at least 200 hours of flight instruction;

- (e) the night rating, provided that the FI:
 - (1) is qualified to fly at night in the appropriate aircraft category;
 - (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (ij) below; and
 - (3) complies with the night experience requirement of FCL.060(b)(2).
- (f) a towing **and/or aerobatic** rating, provided **that** such privileges are held **and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below**;
- ~~(g) an aerobatic rating, provided that the FI holds such a rating and has completed 20 hours of experience in aerobatic flying;~~
- (hg) an IR in the appropriate aircraft category, provided that the FI has:
 - (1) **at least 200 hours of** flight time under IFR, of which up to 50 hours may be instrument ground time in **an** FFS, an FTD 2/3 or FNPT II;
 - (2) completed as a student the IRI training course and has passed the skill test for the IRI certificate; and
 - (3) in addition:
 - (i) for multi-engine aeroplanes, met the requirements for the issue of a CRI certificate;
 - (ii) for multi-engine helicopters, met the requirements for the issue of a TRI certificate.
- ~~(ih) a~~ single-pilot multi-engine type or class ratings, **except for single-pilot high performance complex aeroplanes**, provided that the FI meets:
 - (1) **in** the case of aeroplanes, the prerequisites for the CRI training course established in FCL.915.CRI (a) and the requirements of FCL.930.CRI and FCL.935.CRI;
 - (2) **in** the case of helicopters, the requirements established in FCL.910.TRI (c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI (b)(2);
- (ji) an FI, IRI, CRI or LAFI certificate provided that the FI has:
 - (1) completed at least:
 - (i) in the case of ~~an FI(S) or FI(B)~~, at least 50 hours **or 150 launches** of instruction **on sailplanes** ~~in the appropriate aircraft category~~;
 - (ii) in the case of an FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;**
 - (iii) in the case of an FI(A) or FI(H) instructing for the LAFI(A) or (H), 150 hours of flight instruction in the appropriate aircraft category;**
 - (iv) in all other cases, 500 hours of flight instruction in the appropriate aircraft category;**
 - (2) passed **an assessment of competence in accordance with FCL.935 in the appropriate aircraft category** ~~skill test to demonstrate to an instructor examiner the ability to instruct for the FI certificate, during a skill test conducted in accordance with Appendix 12 to this Part in the appropriate aircraft category;~~
- (kj) an MPL, provided that the FI:
 - (1) for the core flying phase of training, has completed at least 500 hours of flight time as a pilot of aeroplanes, including at least 200 hours of flight instruction;
 - (2) for the basic phase of training:

- (i) holds a multi-engine aeroplane instrument rating and the privilege to instruct for an instrument rating; and
 - (ii) has at least 1500 hours of flight time in multi-crew operations.
- (3) in the case of an FI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (2)(ii) may be replaced by the completion of a structured course of training consisting of:
- (i) MCC qualification;
 - (ii) observing 5 sessions of instruction in Phase 3 of an MPL course;
 - (iii) observing 5 sessions of instruction in Phase 4 of an MPL course;
 - (iv) observing 5 operator recurrent line oriented flight training sessions;
 - (v) the content of the MCCI instructor course.

In this case, the FI shall conduct its first 5 instructor sessions under the supervision of a TRI(A), MCCI(A) or SFI(A) qualified for MPL instruction.

~~(f) the instruction required to conduct flight tests, provided that the FI is qualified to conduct such flight tests.~~

FCL.910.FI FI - Restricted privileges

- (a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the training organisation for this purpose, in the following cases:
- (1) for the issue of the PPL, SPL, BPL and **LAPL**;
 - (2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;
 - (3) for class and type ratings for single-pilot, single-engine aircraft, **class and group extensions in the case of balloons and class extensions in the case of sailplanes**;
 - (4) for the night, **towing and/or aerobatic** ratings.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct **first solo flights and first solo navigation flights**.
- (c) The limitations in (a) and (b) shall be removed from the certificate when the FI has completed **at least**:
- (1) for **the** FI(A), 100 hours flight instruction in aeroplanes **or TMGs** and, in addition has supervised at least 25 student solo flights;
 - (2) for **the** FI(H) 100 hours flight instruction in helicopters and, in addition has supervised at least 25 student solo **flightsexercises**;
 - (3) for **the** FI(As), FI(S) and FI(B), 15 hours or 50 take-offs flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.

FCL.915.FI FI - Prerequisites for the FI training course

~~Before attending the FI training course, a~~An applicant for an FI certificate shall:

~~(a) have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI (j) within the six months preceding the start of the course, to assess the ability of the applicant to undertake the course;~~

~~(ba)~~ in the case of the FI(A) and FI(H):

- (1) have received at least 10 hours of instrument flight instruction in the appropriate aircraft category, of which ~~at least~~ **not more than** 5 hours may be instrument ground time in an FSTD;
 - (2) have completed 20 hours of **VFR** cross-country flight in the appropriate aircraft category as pilot-in-command; and
- (eb) additionally, for the FI(A):
- (1) hold at least a CPL(A); or
 - (2) **hold at least a PPL(A) and have:**
 - (i) **met the requirements for CPL theoretical knowledge; and**
 - (ii) completed at least 200 hours of flight time **in aeroplanes or TMG**, of which 150 hours as pilot-in-command;
 - (3) have completed at least 30 hours on single-engine piston powered aeroplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in **FCL.930.FI (a)** ~~above~~;
 - (4) have completed a **VFR** cross-country flight as pilot-in-command, including a flight of at least 540 km (300 NM) in the course of which full stop landings at ~~two~~ **2** different aerodromes shall be made;
- (ec) additionally, for the FI(H), have completed 250 hours **total flight time as pilot** of helicopters ~~flight time~~, of which:
- (1) at least 100 hours shall be as pilot-in-command, if the applicant holds **at least a CPL(H)** ~~an ATPL(H) or a CPL(H)~~; or
 - (2) at least 200 hours as pilot-in-command, if the applicant holds **at least a PPL(H) and has met the requirements for CPL theoretical knowledge**;-
- (ed) for an FI(As), have completed 500 hours of flight time in airships as pilot-in-command, of which 400 hours shall be as pilot-in-command holding a CPL(As);
- (fe) for an FI(S), have completed 100 hours of flight time and 200 launches as pilot-in-command on sailplanes. Additionally, where the applicant wishes to give instruction on touring motor gliders, he/she shall have completed 30 hours of flight time as pilot-in-command on TMG **and an additional assessment of competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI (j)**;
- (gf) for an FI (B), have completed 75 hours of balloon flight time as pilot-in-command, of which at least 15 have to be in the class ~~and group~~ for which instruction will be given.

FCL.930.FI FI -Training course

- (a) Applicants for the FI certificate shall **have passed a specific pre-entry flight test with an FI qualified in accordance with FCL.905.FI (i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to this Part.** ~~have completed a course of theoretical knowledge and flight instruction at an approved training organisation.~~
- (b) The **FI training** course shall include:
 - (1) **25 hours of teaching and learning;**
 - (~~4~~**2**) (i) in the case of an FI (A), (H) and (As), at least ~~425~~ **100** hours of theoretical knowledge instruction, including progress tests;
 - (ii) in the case of an FI(B) or FI(S) at least 30 hours of theoretical knowledge instruction, including progress tests;
 - (~~2~~**3**) (i) in the case of an FI (A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual instruction, of which 5 may be conducted in a FFS, an FNPT I or II or an FTD 2/3;

- (ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual instruction;
- (iii) in the case of an FI (S), at least ~~40~~**6** hours or 20 take-offs **of flight instruction**;
- (iv) **in the case of an FI (S) providing training on TMGs, at least 6 hours of dual instruction on TMGs**;
- (v) in the case of an FI(B), at least 3 hours including 3 take-offs **of flight instruction**.

~~(3) Pilots holding or having held an FI certificate on any other category of aircraft shall be credited towards the requirement of (b)(21) above with:~~

- ~~(i) 75 hours, in the case of aeroplanes, helicopters and airships;~~
- ~~(ii) 10 hours in the case of sailplanes and balloons.~~

- (c) **Pilots holding or having held an LAFI (B) or (S) certificate shall be credited in full towards the requirements established in (a) and (b) for the FI certificate in the same category of aircraft.**
- (d) **Pilots holding or having held an LAFI (A) or (H) certificate shall be credited with 50 hours towards the requirements established in (b)(2)(i) and with 12 hours towards the requirement established in (b)(3)(i) for the FI certificate in the same aircraft category.**
- (e) **When applying for an FI certificate in another category of aircraft, pilots holding or having held:**
 - (1) **an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in (b)(2)(i) or with 18 hours towards the requirements in (b)(2)(ii);**
 - (2) **an LAFI (A) or (H) shall be credited with 40 hours towards the requirement in (b)(2)(i) or with 18 hours towards the requirements in (b)(2)(ii);**
 - (3) **an LAFI (B) or (S), or an FI(B) or (S), shall be credited with 18 hours towards the requirements in (b)(2).**

~~FCL.935.FI~~ **FI - Skill test**

~~An applicant for an FI certificate shall pass a skill test to demonstrate to an examiner the ability to instruct a student pilot to the level required for the issue of a PPL, SPL or BPL including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendix 12 to this Part.~~

FCL.940.FI FI - Revalidation and renewal

- (a) For revalidation of an FI certificate, the holder shall fulfil ~~two~~**2** of the following ~~three~~**3** requirements:
 - (1) complete:
 - (i) in the case of an FI(A) and (H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as **LAFI, FI, TRI, CRI, IRI, MI SFI** or examiner. ~~15 hours of flight instruction shall have been completed within the 12 months preceding the expiry date of the FI certificate.~~ If the privileges to instruct for the IR are to be revalidated, 10 of these ~~15~~ hours shall be instruction for an IR **and shall have been completed within the last 12 months preceding the expiry date of the FI certificate**;

- (ii) in the case of an FI(As), at least 20 hours of flight instruction in airships as FI, **IRI** or as examiner during the period of validity of the certificate, ~~including at least 6 hours of flight instruction within the 12 months preceding the expiry date of the FI certificate.~~ If the privileges to instruct for the IR are to be revalidated, 10 of these ~~20~~ hours shall be instruction for an IR **and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;**
 - (iii) in the case of an FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as LAFI, FI or as examiner during the period of validity of the certificate, ~~including at least 10 hours or 20 take-offs of flight instruction within the 12 months preceding the expiry date of the FI certificate;~~
 - (iv) in the case of an FI(B), at least 6 hours of flight instruction in balloons as LAFI, FI or as examiner during the period of validity of the certificate, ~~including at least 2 hours of flight instruction within the 12 months preceding the expiry date of the FI certificate;~~
- (2) attend an instructor refresher seminar, within the validity period of the FI certificate;
 - (3) pass **an assessment of competence in accordance with FCL.935** ~~a proficiency check in accordance with Appendix 12 to this Part,~~ within the 12 months preceding the expiry date of the FI certificate.
- (b) For the ~~first and~~ at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass **an assessment of competence** ~~proficiency check in accordance with FCL.935~~ ~~Appendix 12 to this Part.~~
- (c) *Renewal.* If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
- (1) attend an instructor refresher seminar;
 - (2) pass **an assessment of competence in accordance with FCL.935** ~~a proficiency check in accordance with Appendix 12 to this Part.~~

SECTION 4

Specific requirements for the type rating instructor - TRI

FCL.905.TRI TRI - Privileges and conditions

- ~~(a) General.~~ The privileges of the ~~aa~~ type rating instructor (TRI) are to instruct for:
- ~~(1) the issue, revalidation and renewal of a multi-pilot aircraft type rating;~~
 - (2a) the revalidation and **renewal** of instrument ratings, provided the TRI holds a valid instrument rating;
 - (3b) the issue of a TRI **or SFI** certificate, provided that the holder has 3 years of experience as a TRI; **and**
- (c) **in the case of the TRI for single-pilot aeroplanes:**
- (1) **the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in single-pilot operations.**

The privileges of the TRI (SPA) may be extended to instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI:

- (i) holds an MCCI certificate; or
 - (ii) holds or has held a TRI certificate for multi-pilot aeroplanes.
- (2) the MPL course on the basic phase, provided that he/she has the privileges extended to multi-pilot operations and holds or has held an FI(A) or an IRI(A) certificate.
- (bd) ~~Additional privileges of the TRI of multi-pilot aeroplanes. The privileges of a TRI for multi-pilot aeroplanes shall include instruction for:~~ **in the case of the TRI for multi-pilot aeroplanes shall include instruction for:**
- (1) **the issue, revalidation and renewal of type ratings for:**
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) multi-crew cooperation training;
 - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held an FI(A) or IRI(A) certificate;
- (e) ~~Additional privileges of TRI of helicopters. The privileges of a TRI(H) shall include instruction for:~~ **in the case of the TRI for helicopters:**
- (1) the issue, revalidation and renewal of a single-pilot-helicopter type ratings;
 - (2) multi-crew cooperation training, provided he/she holds a multi-pilot helicopter type rating;
 - (3) the extension of the single-engine IR(H) to multi-engine IR(H).
- (f) **in the case of the TRI for powered-lift aircraft:**
- (1) **the issue, revalidation and renewal of powered-lift type ratings;**
 - (2) **multi-crew cooperation training.**

FCL.910.TRI TRI - Restricted privileges

- (a) *General.* If the TRI training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS.
- In this case, the TRI may conduct line flying under supervision, provided that the TRI training course has included additional training for this purpose.**
- (b) *TRI for multi-pilot aeroplanes and for powered-lift aircraft - TRI(MPA) and TRI(PL).* The privileges of a TRI are restricted to the type of multi-powered aeroplane or powered-lift aircraft in which the **training and the assessment of competenceskill test** was taken. The privileges of the TRI shall be extended to further types when the TRI has ~~completed~~ **completed**:
- (1) **completed** within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which at least 7 sectors may be completed in a FFS;
 - (2) **completed** the ~~instructional techniques~~ **technical training** and flight instruction parts of the relevant TRI course;
 - (3) ~~in the case of the TRI(PL), that holder shall additionally passed, as a proficiency check,~~ the relevant sections of the ~~skill test~~ **assessment of competence** in accordance with **FCL.935 Appendix 12 to this Part** in order to demonstrate to an FIE or a TRE **qualified in accordance with Subpart K** his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.

(c) *TRI for helicopters - TRI(H).*

- (1) The privileges of a TRI(H) are restricted to the type of helicopter in which the skill test for the issue of the certificate was taken. The privileges of the TRI shall be extended to further types when the TRI has:
 - (i) ~~conducted~~ **completed** the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type;
 - (ii) conducted at least 2 hours of flight instruction on the applicable type, **under the supervision of an adequately qualified TRI (H)**; and
 - (iii) ~~passed, as a proficiency check,~~ the relevant sections of the **assessment of competence** skill test in accordance with ~~FCL.935-Appendix 12 to this Part~~ in order to demonstrate to an FIE **or TRE qualified in accordance with Subpart K his/her ability** to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
- (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot ~~helicopters~~ **operations** on this type.

(d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a type rating in accordance with FCL.725 (e) shall be entitled to have their TRI privileges extended to that new type of aircraft.

FCL.915.TRI TRI - Prerequisites ~~for the TRI training course~~

~~Before attending the TRI training course,~~ **An applicant for a TRI certificate shall have:**

(a) **hold a professional pilot licence in the applicable aircraft category;**

~~(ab)~~ **for a TRI(MPA) certificate:**

- (1) **have** completed 1500 hours flight time as a pilot of multi-pilot aeroplanes; and
- (2) **have** completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as pilot-in-command or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;

(c) **for a TRI (SPA) certificate:**

- (1) **have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as pilot-in-command on the applicable aeroplane type, of which 15 sectors may be completed in a FFS representing that type; and**
- (2) (i) **have competed at least 500h flight time as pilot of aeroplanes, including 30 hours as pilot-in-command on the applicable type of aeroplane; or**
(ii) **hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;**

~~(bd)~~ **for TRI(H):**

- (1) **for a TRI(H) certificate for single-pilot single-engine helicopters, completed 250 hours as a pilot of helicopters;**
- (2) **for a TRI(H) certificate for single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as pilot-in-command of single-pilot multi-engine helicopters;**
- (3) **for a TRI(H) certificate for multi-pilot helicopters, completed 1000 hours flight time as a pilot of helicopters, including:**

- (i) 350 hours as a pilot of multi-pilot helicopters; or
 - (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type ~~of—in~~ multi-pilot helicopter ~~operations~~.
- (4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter;-
- (ee) for TRI(PL):
- (1) completed 1500 hours flight time as a pilot of multi-pilot aeroplanes, powered-lift, or **multi-pilot** helicopters; and
 - (2) completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as pilot-in-command or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.

FCL.930.TRI TRI - Training course

- ~~(a) An applicant for a TRI certificate shall have completed at an approved training organisation a course of theoretical knowledge instruction and flight training.~~
- (ba) The **TRI training** course shall include, at least:
- (1) 25 hours of ~~theoretical knowledge~~ **teaching and learning**;
 - (2) 10 hours of ~~instructional techniques~~ **technical training**, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
 - (3) 5 hours of flight instruction in the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot ~~multi-engine~~ aircraft or a simulator representing that aircraft.
- (eb) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of ~~(ab)~~(1).
- (c) **An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to instruction in simulators.**

FCL.935.TRI TRI -- -Assessment of competence-Skill test

- ~~(a) An applicant for a TRI certificate shall pass a skill test to demonstrate, to a type rating examiner qualified for this purpose, his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 12 to this Part.~~

If the test **TRI assessment of competence** is conducted in a simulator, the TRI certificate shall be restricted to instruction in simulators.

The restriction shall be lifted when the TRI has passed the assessment of competence in an aircraft.

FCL.940.TRI TRI - Revalidation and renewal

- (a) *Revalidation.* For revalidation of a TRI certificate, the applicant shall, within the validity period of the certificate, fulfil 2 of the following **3** requirements:
- (1) complete 50 hours of flight instruction in **each of the types of aircraft for which instructional privileges are held** ~~the appropriate aircraft category~~ or **in an FSTD representing those types**, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.

In the case of TRI(MPA) and TRI(PL), these hours of flight instruction shall be flown as a type rating instructor or examiner, or synthetic flight instructor or examiner. In the case of TRI(H), time flown as flight instructor, instrument rating instructor, synthetic training instructor or as any kind of examiner shall also be relevant for this purpose;

- (2) ~~attend an~~**receive instructor refresher seminar**~~training as a TRI at an approved training organisation;~~
 - (3) ~~pass, as a proficiency check, the relevant sections of the~~ **assessment of competence** ~~skill test in accordance with FCL.935-Appendix 12 to this Part.~~
- (b) ~~For the first and at least each alternate subsequent revalidation of a TRI certificate, the holder shall have to~~ **comply with the requirement of (a)(3)**. ~~pass a proficiency check in accordance with Appendix 12 to this Part.~~
- (c) **If a person holds a TRI certificate on more than one type of aircraft within the same category, the assessment of competence of (a)(3) above taken on one of those types shall revalidate the TRI certificate for the other types held within the same category of aircraft.**
- (ed) *Specific requirements for revalidation of a TRI(H).* ~~(1)~~A TRI(H) holding a FI(H) certificate on the relevant type shall have full credit towards the requirements in (a) above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.
- ~~(2) If a person holds a TRI(H) certificate on more than one type of single-engine or multi-engine helicopter, the proficiency check of (a)(3) above taken on one of those types shall revalidate the TRI(H) certificate for the other types held.~~
- (de) *Renewal.* If the certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
- (1) ~~attend an~~**receive instructor refresher seminar**~~training as a TRI at an approved training organisation, which should cover the relevant elements of the TRI training course; and~~
 - (2) **pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought**, ~~as a proficiency check, the relevant sections of the skill test set out Appendix 12 to this Part.~~

SECTION 5

Specific requirements for the class rating instructor - CRI

FCL.905.CRI CRI - Privileges and conditions

- (a) The privileges of a CRI are to instruct for:
- (1) the issue, revalidation or renewal of a type or class rating for **non-complex non-high performance** single-pilot aeroplanes, **when the privileges sought by the applicant are to fly in single-pilot operations;**
 - (2) **a towing and/or aerobatic rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with FCL.905.FI (i).**
- (b) The privileges of a CRI are restricted to the type or class of aeroplane in which the instructor ~~skill test~~**assessment of competence** was taken. The privileges of the CRI shall be extended to further types or classes when the CRI has completed, within the last 12 months:

- (1) ~~40~~**15** hours flight time **as pilot-in-command** on aeroplanes of the applicable class or type of aeroplane;
- (2) one training flight from the right hand seat under the supervision of another CRI **or FI** qualified for that class or type **occupying the other pilot's seat**.

FCL.915.CRI CRI - Prerequisites ~~for the CRI training course~~

~~Before attending the CRI training course, a~~An applicant for a CRI certificate shall have completed at least:

- (a) *for multi-engine aeroplanes:*
 - (1) 500 hours flight time as a pilot of aeroplanes;
 - (2) 30 hours as pilot-in-command on the applicable type or class of aeroplane;
- (b) *for single-engine aeroplanes:*
 - (1) 300 hours flight time as a pilot of aeroplanes;
 - (2) 30 hours as pilot-in-command on the applicable type or class of aeroplane.

FCL.930.CRI CRI - Training course

~~(a) An applicant for the CRI certificate shall have completed at an approved training organisation a course of theoretical knowledge and flight instruction.~~

- (~~ba~~) The **training course for the CRI** shall include, at least:
 - (1) 25 hours of ~~theoretical knowledge~~**teaching and learning** instruction;
 - (2) 10 hours of ~~instructional techniques~~**technical training**, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
 - (3) 5 hours of flight instruction for multi-engine aeroplanes, or 3 hours of flight instruction for single-engine aeroplanes, given by an **FI(A) qualified in accordance with FCL.905.FI (i)**~~instructor nominated by a training organisation for this purpose.~~
- (~~eb~~) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (~~ab~~)**(1)**.

~~**FCL.935.CRI CRI - Skill test**~~

~~An applicant for a CRI certificate shall pass a skill test to demonstrate his ability to instruct a pilot to the level required for the issue of a type rating or class rating for single-pilot aeroplanes, including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendix 12 to this Part.~~

FCL.940.CRI CRI - Revalidation and renewal

- (a) For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the certificate:
 - (1) conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant has CRI privileges on both single-engine and multi-engine aeroplanes, the 10 hours of instruction shall be equally divided between single-engine and multi-engine aeroplanes; or
 - (2) receive refresher training as a CRI at an approved training organisation; or

- (3) ~~pass, as a proficiency check, the relevant sections of the assessment of competence skill test~~ in accordance with **FCL.935** ~~Appendix 12 to this Part for multi-engine or single-engine aeroplanes, as relevant.~~
- (b) For ~~the first and~~ at least each alternate ~~subsequent~~ revalidation of a CRI certificate, the holder shall have to ~~pass a proficiency check in accordance with Appendix 12 to this Part~~ **comply with the requirement of (a) (3).**
- (c) *Renewal.* If the certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
 - (1) receive refresher training as a CRI at an approved training organisation;
 - (2) **pass the assessment of competence established in FCL.935,** ~~as a proficiency check, the relevant sections of the skill test set out Appendix 12 to this Part.~~

SECTION 6

Specific requirements for the instrument rating instructor - IRI

FCL.905.IRI IRI - Privileges and conditions

- (a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an instrument rating on the appropriate aircraft category, ~~provided that the instructor meets the requirements to instruct on the specific type or class of aircraft.~~
- (b) *Specific requirements for the MPL course.* To instruct for the basic phase of training on an MPL course, the IRI(A) shall:
 - (1) hold an instrument rating for multi-engine aeroplanes; and
 - (2) have completed at least 1500 hours of flight time in multi-crew operations.
 - (3) In the case of IRI already qualified to instruct on ATPL(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph FCL.905.FI(jk)(3).

FCL.915.IRI IRI - Prerequisites for the IRI training course

~~Before attending the IRI training course,~~ **An** applicant for an IRI certificate shall:

- (a) ~~for an IRI for aeroplanes—~~IRI(A):
 - (1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and
 - (2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraph FCL.915.CRI (a);
- (b) for an IRI(H):
 - (1) have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be **instrument flight time** in helicopters; **and**
 - (2) **in the case of applicants for an IR(H) for multi-pilot helicopters, meet the requirements of FCL.905.FI (g) (3) (ii);**
- (c) for an IRI(As), have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

FCL.930.IRI IRI - Training course

- ~~(a) An applicant for the IRI certificate shall have successfully completed at an approved training organisation a course of theoretical knowledge and flight instruction.~~

- (~~ba~~) The **training course for the IRI** shall include, at least:
- (1) 25 hours of ~~theoretical knowledge~~ **teaching and learning** instruction;
 - (2) 10 hours of ~~instructional techniques~~ **technical training**, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;
 - (3)
 - (i) for the IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding an FI(A) certificate, these hours are reduced to 5;
 - (ii) for the IRI(H), at least 10 hours of flight instruction in a helicopter, FFS, FTD 2/3 or FNPT II/III;
 - (iii) for the IRI(As), at least 10 hours of flight instruction in an airships, FFS, FTD 2/3 or FNPT II.
- (b) Flight instruction shall be given by an ~~instructor nominated by a training organisation for this purpose~~ **FI qualified in accordance with FCL.905.FI(i)**.
- (c) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (~~ab~~)(1).

~~FCL.935.IRI~~ — ~~IRI~~ — **Skill test**

~~An applicant for an IRI certificate shall pass a skill test to demonstrate his ability to instruct a pilot to the level required for the issue of an instrument rating, including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendix 12 to this Part.~~

FCL.940.IRI IRI - Revalidation and renewal

For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with FCL.940.FI.

SECTION 7

Specific requirements for the synthetic flight instructor - SFI

FCL.905.SFI SFI - Privileges and conditions

~~(a) — General.~~ The privileges of an SFI are to carry out synthetic flight instruction, **within the relevant aircraft category**, for:

- (~~3a~~) the issue, revalidation and renewal of an instrument rating, **provided that he/she holds or has held an IR in the relevant aircraft category and** has completed an IRI training course; **and**
- (b) **for the SFI for single-pilot aeroplanes:**
- (1) **the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, when the applicant seeks privileges to operate in single-pilot operations;**
- The privileges of the SFI (SPA) may be extended to instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that he/she:**
- (i) **holds an MCCI certificate; or**
 - (ii) **holds or hasve held a TRI certificate for multi-pilot aeroplanes; and**

- (2) provided that the privileges of the SFI (SPA) have been extended to multi-pilot operations in accordance with (1):
- (i) multi-crew cooperation;
 - (ii) the MPL course on the basic phase;
- (c) for the SFI for multi-pilot aeroplanes:
- (1) the ~~initial~~ issue, revalidation and renewal of type ratings for:
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) multi-crew cooperation; ~~and~~
 - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, he/she holds or has held an FI(A) or an IRI(A) certificate.
- ~~(b) Additional privileges for the SFI(A). Additionally, the privileges of an SFI(A) are to carry out synthetic flight instruction for the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase of training, he/she holds or has held an FI(A) or an IRI(A) certificate.~~
- (d) for SFI for helicopters:
- (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) multi-crew cooperation training, when the TRI has privileges to instruct for multi-pilot helicopters;
- (ee) the privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.
- The privileges may be extended to other FSTDs representing further types of **the same category of** aircraft when the holder has:
- (1) satisfactorily completed the simulator content of the relevant type rating course ~~fulfilled the pre-requisites for the applicable type of aircraft; and~~
 - (2) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose ~~satisfactorily completed the simulator content of the corresponding SFI course.~~

FCL.915.SFI SFI - Prerequisites ~~for the SFI training course~~

~~Before attending the SFI training course, a~~An applicant for an SFI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have completed the proficiency check for the issue of the specific aircraft type rating on a FFS representing the applicable type, within the 12 months preceding the application; and
- (c) additionally, for an SFI(A) **for multi-pilot aeroplanes** or SFI(PL), have:
 - (1) at least 1500 hours flight time as a pilot of multi-pilot aeroplanes or powered-lift, as applicable;
 - (2) completed, as **a pilot or as** an observer, within the 12 months preceding the application, at least
 - (i) 3 route sectors on the flight deck of the applicable aircraft type; or

- (ii) 2 line-orientated flight training based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights **of at least 2 hours each** between 2 different aerodromes ~~with a duration of at least 2 hours each~~, and the associated pre-flight planning and de-briefing;-

(d) additionally, for an SFI (A) for single-pilot high performance complex aeroplanes:

- (1) have completed at least 500 hours of flight time as pilot-in-command in single-pilot aeroplanes;**
- (2) hold or have held a multi-engine IR(A) rating; and**
- (3) have met the requirements in (c)(2);-**

(e) additionally, for an SFI(H), have:

- (21) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and**
- (42) in the case of multi-pilot helicopters, at least 1000 hours flying experience as a pilot of helicopters, including at least 350 hours as a pilot of multi-pilot helicopters;**
- (2) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as pilot-in-command of single-pilot multi-engine helicopters;**
- (3) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot of helicopters.**

FCL.930.SFI SFI - Training course

~~(a) An applicant for an SFI certificate shall have completed a training course at an approved training organisation.~~

(ba) The training course for the SFI shall include:

- (1) the FFS content of the applicable type rating course;
- (2) the content of the TRI training course.

(b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

~~**FCL.935.SFI SFI - Skill test**~~

~~An applicant for an SFI certificate shall pass a skill tests to demonstrate to a synthetic flight or type rating examiner his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction, in accordance with Appendix 12 to this Part.~~

~~The assessment shall consist of at least 3 hours of flight instruction related to the duties of an SFI on the applicable FFS or FTD 2/3.~~

FCL.940.SFI SFI - Revalidation and renewal

(a) *Revalidation.* For revalidation of an SFI certificate the applicant shall, within the validity period of the certificate, fulfil 2 of the following **3** requirements:

- (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the certificate;
- (2) attend an instructor refresher seminar;

- (3) ~~pass, as a proficiency check,~~ the relevant sections of the **assessment of competence**~~SFI skill test,~~ in accordance with FCL.935.SFI;
- (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.**
- ~~(bc)~~ For the ~~first and~~ at least each alternate ~~subsequent~~ revalidation of an SFI certificate, the holder shall have to pass **an assessment of competence**, ~~as a proficiency check, the relevant sections of the SFI skill test,~~ in accordance with FCL.935.SFI.
- ~~(bd)~~ *Renewal.* If the certificate has lapsed, the applicant shall, within the 12 months preceding the application:
- (1) complete the simulator content of the SFI training course;
 - (2) **fulfil the requirements specified in (a)(2), (3) and (c).** ~~pass a proficiency check for the specific aircraft type rating on an FSTD of the applicable type;~~
 - ~~(3) pass, as a proficiency check, the relevant sections of the SFI skill test, in accordance with FCL.935.SFI.~~

SECTION 8

Specific requirements for the multi-crew cooperation instructor - MCCI

FCL.905.MCCI MCCI - Privileges and conditions

- (a) The privileges of an MCCI are to carry out instruction during:
- (1) the practical part of MCC courses when not combined with type rating training; and
 - (2) in the case of MCCI(A), the basic phase of the MPL integrated training course, provided he/she holds or has held an FI(A) **or an IRI(A)** certificate.
- (b) The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III **MCC**, FTD 2/3 or FS in which the MCCI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III **MCC**, FTD 2/3 or FFS.

FCL.915.MCCI MCCI - Prerequisites ~~for the MCCI training course~~

~~Before attending the MCCI training course, a~~An applicant **for an MCCI certificate** shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have at least
 - (1) in the case of aeroplanes, **airships** and powered-lift aircraft, 1500 hours of flying experience as a pilot on multi-~~crew~~**pilot** operations;
 - (2) in the case of helicopters, 1000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.

FCL.930.MCCI MCCI - Training course

~~(a) An applicant for an MCCI certificate shall have completed at an approved training organisation a course of theoretical knowledge instruction and flight training.~~

- ~~(ba)~~ The **training course for the MCCI** shall include, at least:
- (1) 25 hours of ~~theoretical knowledge~~**teaching and learning** instruction; ~~including instructional techniques;~~

- (2) technical training related to the type of FSTD where the applicant wishes to instruct;
 - (3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT **II/III MCC**, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the training organisation for that purpose. These hours of instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920(a).
- (eb) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of ~~(ab)~~(1).

FCL.940.MCCI MCCI - Revalidation and renewal

- (a) For revalidation of an MCCI certificate the applicant shall have completed **the requirements of FCL.930.MCCI (a) (3)**~~the practical training of the MCCI course~~ on the relevant type of FNPT **II/III**, FTD 2/3 or FFS, within the last 12 months of the validity period of the certificate.
- (b) *Renewal.* If the certificate has lapsed, the applicant shall complete ~~the parts of the MCCI course referred to in~~ **the requirements of FCL.930.MCCI (a) (2) and (3)** on the relevant type of FNPT **II/III MCC**, FTD 2/3 or FFS.

SECTION 9

Specific requirements for the synthetic training instructor - STI

FCL.905.STI STI - Privileges and conditions

- (a) The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:
 - (1) the issue of a licence;
 - (2) the issue, revalidation or renewal of an instrument rating and a class or type rating for single-pilot aircraft, **except for single-pilot high performance complex aeroplanes.**
- (b) *Additional privileges for the STI(A).* The privileges of an STI(A) shall include synthetic flight instruction during the core flying skills training of the MPL integrated training course.
- (c) *Restriction of privileges for the STI(H).* The privileges of an STI(H) shall be restricted to the FNPT **II/III**, FTD 2/3 or FFS in which the STI training course was taken.

The privileges may be extended to other FSTDs representing further types of ~~helicopter~~ **aircraft** when the holder has:

- (1) completed **the FFS content of a**~~the~~ TRI(H) course on the applicable type;
- (2) passed the proficiency check for the specific aircraft type rating on **an** FFS of the applicable type, within the 12 months preceding the application;
- (3) conducted, on a type rating course, at least one FSTD session related to the duties of an STI(H) with a minimum duration of 3 hours on the applicable type of ~~helicopter~~ **aircraft**, under the supervision of a flight instructor examiner.

FCL.915.STI STI - Prerequisites ~~for the STI training course~~

~~Before attending the STI training course the~~An applicant **for an STI certificate** shall:

- (a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended;

- (b) have completed in an FNPT the relevant proficiency check for the class or type rating, within a period of 12 months preceding the application.

An applicant for an STI(A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a skill test for the issue of a PPL(A);

- (c) additionally, for an STI(H), have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.

FCL.930.STI STI - Training course

~~(a) An applicant for an STI certificate shall have completed a training course at an approved training organisation.~~

- (ba) The **training** course **for the STI** shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of a flight instructor examiner. These hours of instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920(a).

Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the instruction on a BITD.

- (eb) For applicants for an STI(H), the course shall also include the FFS content of the applicable TRI course.

FCL.940.STI Revalidation and renewal of the STI certificate

- (a) *Revalidation.* For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the certificate:

- (1) conducted at least 3 hours of instruction in an FFS or FNPT II/III or BITD, as part of a complete CPL, IR, PPL or class or type rating course; and
- (2) passed in the FFS, FTD 2/3 or FNPT II/III on which instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate type or class of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A).

- (b) *Renewal.* If the certificate has lapsed, the applicant shall:

- (1) **receive refresher training as an STI at an approved training organisation;**
- ~~(2)~~ pass in the FFS, FTD 2/3 or FNPT II/III on which instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Part for the appropriate type or class of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A).

- ~~(23)~~ conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of instruction under the supervision of an FI(A), CRI(A), IRI(A) or TRI(HA) or SFI(A)-nominated by the training organisation for this purpose. At least one hour of instruction shall be supervised by an FIE(A).

SECTION 10

Mountain rating instructor - MI

FCL.905.MI MI - privileges and conditions

The privileges of an MI are to carry out instruction for the issue of a mountain rating.

FCL.915.MI MI - Prerequisites ~~for the MI training course~~

~~Before attending the~~ **An applicant for an MI certificate** ~~training course the applicant shall:~~

- (a) ~~hold an valid~~ **LAFI, FI, CRI, or TRI or CRI certificate, with privileges for single-pilot aeroplanes;**
- (b) hold a ~~valid~~ mountain rating.
- ~~(c) have completed at least 100 landings at a minimum of 3 different surfaces that require a mountain rating.~~

FCL.930.MI MI - Training course

- (a) ~~An applicant for the MI certificate shall have completed an appropriate course at an approved training organisation. This~~ **The training course for the MI** shall include the assessment of the applicant's competence as described in FCL.920(a).
- (b) **Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI certificate to assess their experience and ability to undertake the training course.**

FCL.940.MI Validity of the MI certificate

~~The validity of~~ **The MI certificate is valid as long as the** ~~dependent on the validity of the LAFI, FI, TRI or CRI certificate and the mountain rating is valid.~~

SECTION 11

Specific requirements for the flight test instructor - FTI

FCL.905.FTI FTI - Privileges and conditions

- (a) **The privileges of a flight test instructor (FTI) are to instruct, within the appropriate aircraft category, for:**
 - (1) **the issue of category 1 or 2 flight test ratings, provided he/she holds the relevant category of flight test rating;**
 - (2) **the issue of an FTI certificate, within the relevant category of flight test rating, provided that the instructor has at least 2 years of experience instructing for the issue of flight test ratings.**
- (b) **The privileges of an FTI holding a category 1 flight test rating include the provision of instruction also in relation to category 2 flight test ratings.**

FCL.915.FTI FTI - Prerequisites

An applicant for an FTI certificate shall:

- (a) **hold a flight test rating issued in accordance with FCL.820;**
- (b) **have completed at least 200 hours of category 1 or 2 flight tests.**

FCL.930.FTI FTI - Training course

(a) The training course for the FTI shall include, at least:

- (1) 25 hours of teaching and learning;**
- (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;**
- (3) 5 hours of practical instruction under the supervision of an FTI qualified in accordance with FCL.905.FTI (b). These hours of instruction shall include the assessment of the applicant's competence as described in FCL.920(a).**

(b) *Crediting*

- (1) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).**
- (2) In addition, applicants holding or having held an FI or TRI certificate in the relevant aircraft category shall be fully credited towards the requirements of (a)(2).**

FCL.940.FTI FTI - Revalidation and renewal

(a) *Revalidation.* For revalidation of an FTI certificate, the applicant shall, within the validity period of the certificate, fulfil 1 of the following requirements:

(1) complete at least:

- (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and**
- (ii) 5 hours of flight test instruction within the 12 months preceding the expiry date of the instructor certificate;**

or

(2) receive refresher training as an FTI at an approved training organisation. The refresher training shall be based on the practical instruction element of the FTI training course, in accordance with FCL.930.FTI (a)(3), and include at least ~~10~~ instruction flight under the supervision of an FTI qualified in accordance with FCL.905.FTI (b)

(b) *Renewal.* If the certificate has lapsed, the applicant shall receive refresher training as an FTI at an approved training organisation. The refresher training shall comply at least with the requirements of FCL.930.FTI (a) (3).

**SUBPART K
EXAMINERS**

SECTION 1

Common requirements

FCL.1000 Examiner certificates

(a) *General.* Holders of an examiner certificate shall:

- (1) hold an **equivalent** licence, ~~and rating~~ **or certificate** ~~at least equal to the~~ **ones** ~~licence or rating~~ for which they are authorised to conduct skill tests, ~~or~~ proficiency checks **or assessments of competence** and the privilege to instruct for ~~them~~ ~~this licence or rating~~;
- (2) be qualified to act as pilot-in-command of the aircraft during a skill test, ~~or~~ proficiency check **or assessment of competence when conducted in an the aircraft.**

(b) *Special conditions:*

- (1) In the case of introduction of new aircraft **in the Member States or in an operator's fleet**, when compliance with the requirements established in this Subpart is not possible, the competent authority ~~shall~~ **may** issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed ~~3~~ **1** years.
- (2) The holder of a certificate issued in accordance with (b)(1) who wishes to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements established for that category of examiner.

FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or **assessments of competence** ~~proficiency checks for~~ **of applicants for the issue of a licence, rating or certificate:**
 - (1) **to whom they have instructed** ~~provided more than 50% of the required flight instruction for that the~~ **licence, or rating or certificate for which the skill test or assessment of competence is being taken;**
 - (2) **when they have been responsible for the recommendation for the skill test, in accordance with FCL.030 (b);**
- (b) **skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.**

FCL.1010 Prerequisites for examiners

Applicants for an examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- ~~(b) that they have not had their licence suspended, limited or revoked during the last 3 years;~~

- (b) **that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with this Part, for non-compliance with the Basic Regulation and its Implementing Rules during the last 3 years.**

FCL.1015 Examiner standardisation

- (a) Applicants for an examiner certificate shall undertake a standardisation course provided by the competent authority or by an approved training organisation and approved by the competent authority.
- (b) The standardisation course shall **consist of theoretical and practical instruction and shall** include, at least:
- ~~(1) 1 day of theoretical instruction;~~
- (21) **the observation-conduct of 12 skill tests, or-proficiency test-checks or assessments of competences** for the licences, ~~or-ratings or certificates~~ for which the applicant seeks the privilege to conduct tests and checks;
- (e2) ~~The standardisation course shall contain~~ instruction on the applicable requirements of Part-FCL and Part-OPS, the conduct of skill tests, ~~and~~ **proficiency checks and assessments of competence**, and their documentation and reporting;
- (3) **a briefing** ~~Examiners shall also be briefed on~~ the **national administrative procedures**, ~~protection~~ requirements for **protection of** personal data, liability, accident insurance and fees, ~~as applicable in the Member State where they exercise their privileges.~~
- (c) **Holders of an examiner certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the competent authority is not the same that issued the examiner's certificate, unless:**
- (1) **they have informed the competent authority of the applicant of their intention to conduct the skill test, proficiency check or assessment of competence and of the scope of their privileges as examiners;**
- (2) **they have received a briefing from the competent authority of the applicant on the elements mentioned in paragraph (b)(3).**

FCL.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to **an inspector from the competent authority or a senior examiner specifically authorised to do so by the competent authority responsible for the examiner's certificate**~~the competent authority~~ through the conduct of a skill test, proficiency check **or assessment of competence** in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check **or assessment of competence**, and assessment of the person to whom the test, check **or assessment** is given, debriefing and recording documentation.

FCL.1025 Validity, revalidation and renewal of examiner certificates

- (a) *Validity.* An examiner certificate shall be valid for 3 years.
- (b) *Revalidation.* An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
- (1) ~~conducted at least 3-2 skill tests, or-proficiency checks~~ **or assessments of competence** every year ~~or, in the case of FE(S), FE(B), and FE for the LPL(S) or LPL(B), 3 skill tests or proficiency checks during the validity period;~~

- (2) attended an examiner refresher seminar provided by the competent authority or by an approved training organisation and approved by the competent authority, **during the last year of the validity period.**
 - (3) One of the skill tests or proficiency checks completed **during the last year of the validity period** in accordance with (1) shall have been ~~observed~~**assessed** by an inspector from the competent authority or by a senior examiner specifically ~~tasked~~**authorised to do so** by the competent authority **responsible for the examiner's certificate** ~~to do so, in accordance with the applicable national legislation.~~
 - (4) **When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements of (b)(1) and (2) and FCL.1020 for one of the categories of examiner certificate held, in agreement with the competent authority.**
- (c) *Renewal.* If the certificate has expired, ~~the applicants shall comply with the requirements of (b) (2) and in FCL.1015 and FCL.1020 before he/she~~**they** can resume the exercise of the privileges.
- (d) **An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in FCL.1010 and FCL.1030.**

FCL.1030 ~~Obligations for examiners~~**Conduct of skill tests, proficiency checks and assessments of competence**

- (a) When conducting skill tests, ~~and~~ proficiency checks **and assessments of competence**, examiners shall:
 - (1) ensure that communication with the applicant can be established without language barriers;
 - (2) verify that the applicant complies with all the **qualification, training and experience** ~~or instruction~~ requirements established by this Part for the issue, revalidation or renewal of the licence, rating or certificate for which the skill test, proficiency check **or assessment of competence** is taken;
 - (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the examiner shall:
 - (1) **inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;**

~~inform the applicant whether he passed or not the test or check. When the applicant hasn't passed the test or check, the examiner shall also inform him/her of the consequences of that fact, of the requirements he/she will have to comply with in order to exercise the privileges sought, and of his/her right of appeal to the competent authority that issued, or to whom the pilot has applied for the issue of, the licence, rating or certificate for which the skill test or proficiency check was performed;~~
 - (2) in the **event of a pass in a** ~~case of~~ proficiency checks **or assessment of competence** for revalidation or renewal, endorse the ~~pilot's~~**applicant's** licence or certificate with the new expiry date of the rating or certificate, **if specifically authorised for that purpose by the competent authority responsible for the applicant's licence;**

- (3) provide the ~~pilot~~ **applicant** with a signed report of the skill test or proficiency check and submit without delay copies of the report to the **competent authority responsible for the applicant's licence** ~~referred to in (1)~~, and to the competent authority that issued the examiner certificate. The report shall include:
- (i) a declaration that the examiner has received information from the ~~pilot~~ **applicant** regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements of this Part;
 - (ii) **confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;**
~~information on the exercises and manoeuvres performed during the skill test or proficiency check, and the verbal theoretical knowledge examination, when applicable;~~
 - (iii) the **result of the test, check or assessment of competence.** ~~assessment of the applicant's knowledge and skill.~~
- (c) Examiners shall maintain records with details of **all** skill tests, ~~and~~ proficiency checks **and assessments of competence** performed and their results.
- (d) Upon request by the competent authority **responsible for the examiner certificate**, or the **competent authority** ~~referred to in (b)(1)~~ **responsible for the applicant's licence**, examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION 2

Specific requirements for flight examiners - FE

FCL.1005.FE FE - Privileges and conditions

- (a) *FE(A)*. The privileges of an FE for aeroplanes are to conduct:
- (1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, **except for single-pilot high performance complex aeroplanes**, provided that the examiner has completed at least 1000 hours of flight time as a pilot of aeroplanes **or touring motor gliders**, including at least 250 hours of flight instruction;
 - (2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, **except for single-pilot high performance complex aeroplanes**, provided that the examiner has completed at least 2000 hours of flight time as a pilot of aeroplanes **or touring motor gliders**, including at least 250 hours of flight instruction;
 - (3)- skill tests and proficiency checks for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot of aeroplanes or touring motor gliders, including at least ~~150~~ **100** hours of flight instruction;
 - (4) skill tests for the issue of a mountain rating, **provided that the examiner has completed at least 500 hours of flight time as a pilot of aeroplanes or touring motor gliders, including at least 500 take-offs and landings of flight instruction for the mountain rating.**
- (b) *FE(H)*. The privileges of an FE for helicopters are to conduct:
- (1) skill tests for the issue of the PPL(H) and ~~CPL(H)~~ **skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a**

PPL(H), provided that the examiner has completed 1000 hours of flight time as a pilot of helicopters, including at least 250 hours of flight instruction;

- (2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2000 hours of flight time as pilot of helicopters, including at least 250 hours of flight instruction;**
- (3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a professional helicopter pilot licence and, when applicable, an IR(H);**
- (4) skill tests and proficiency checks for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot of helicopters, including at least 150 hours of flight instruction.**

~~(i) single-pilot single-engine helicopter type ratings inserted in a PPL(H), provided that the examiner has completed 1000 hours of flight time as a pilot of helicopters, including at least 250 hours of flight instruction;~~

~~(ii) single-pilot single-engine helicopter type ratings inserted in a CPL(H), provided the examiner has completed 2000 hours of flight time as a pilot of helicopters, including at least 250 hours of flight instruction;~~

~~(iii) single-pilot multi-engine helicopter type ratings inserted in a PPL(H) or a CPL(H), provided that the examiner has completed 1000 hours of flight time as a pilot of helicopters, of which at least 500 hours shall be as pilot-in-command~~

~~(iv) for the LPL(H).~~

- (c) FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot of airships, including 100 hours of flight instruction.**

~~(1) skill tests for the issue of the PPL(As) and CPL(As);~~

~~(2) skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot of airships, including 100 hours of flight instruction;~~

- (de) FE(S). The privileges of an FE for sailplanes are to conduct:**

(1) skill tests and proficiency checks for the issue of the SPL and the LAPL(S) and proficiency checks for the SPL and for the LPL(S), provided that the examiner has completed 300 hours of flight time as a pilot of sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;

(23) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot of sailplanes or powered sailplanes or touring motor gliders, including 90 hours of flight instruction;

(34) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot of sailplanes or powered sailplanes or touring motor gliders, including 90-50 hours of flight instruction on TMG.

- (ef) FE(B). The privileges of an FE for balloons are to conduct:**

(1) skill tests for the issue of the BPL and the LAPL(B) and (2) skill tests and proficiency checks for the extension of the privileges to another balloon class or

group, provided that the examiner has completed 250 hours of flight time as a pilot of balloons, including ~~75~~**50** hours of flight instruction;

- (23) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot of balloons, **of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include**, including 90 50 hours of flight instruction.

~~(g) FE(LPL-S). The privileges of an FE for the LPL for sailplanes are to conduct:~~

- ~~(1) skill tests for the issue of the LPL(S);~~
- ~~(2) proficiency checks for the LPL(S), provided that the examiner has completed 300 hours of flight time as a pilot of sailplanes or powered sailplanes, including 150 hours or 300 launches flight instruction;~~
- ~~(3) skill tests for the extension of the LPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot of sailplanes, powered sailplanes or touring motor gliders, including 90 hours of flight instruction on TMG;~~

~~(h) FE(LPL-B). The privileges of an FE for the LPL for balloons are to conduct:~~

- ~~(1) skill tests for the issue of the LPL(B);~~
- ~~(2) skill tests and proficiency checks for the extension of the LPL(B) privileges to another class of balloons, provided that the examiner has completed 250 hours of flight time as a pilot of balloons, including 75 hours of flight instruction;~~

FCL.1010.FE FE - Prerequisites

~~Before attending the examiner standardisation course, a~~**An applicant for an FE certificate shall hold:**

- (a) an LAPL and an LAFI certificate in the appropriate aircraft category, in the case of applicants wishing to conduct examinations only for the LAPL;**
- (b) in all other cases, hold an FI certificate in the appropriate aircraft category.**

~~(1)(i) in the case of aeroplanes, helicopters and airships, hold a CPL in the appropriate aircraft category;~~

~~(ii) In the case of sailplanes and balloons, hold a SPL or BPL in the appropriate aircraft category;~~

~~(2) an FI certificate in the appropriate aircraft category~~

~~(b) Applicants wishing to conduct examinations only for the issue, revalidation and renewal of LPL shall be required to hold only a LPL and a LAFI certificate in the appropriate aircraft category.~~

SECTION 3

Specific requirements for type rating examiners - TRE

FCL.1005.TRE TRE - Privileges and conditions

(a) *TRE(A) and TRE(PL)*. The privileges of a TRE for aeroplanes or powered-lift are to conduct:

- (1) skill tests for the initial issue of type ratings for ~~multi-pilot~~ aeroplanes or powered-lift, as applicable;
- (2) proficiency checks for revalidation or renewal of ~~multi-pilot~~ type and instrument ratings;

- (3) skill tests for ATPL(A) issue;
 - (4) skill tests for MPL issue, **provided that the examiner has complied with the requirements of FCL.925**;
 - (5) ~~skill tests~~ **assessments of competence** for the issue, revalidation or renewal of a TRI or SFI certificate in the applicable aircraft category, **provided that the examiner has completed at least 3 years as a TRE on the applicable type** ~~has completed at least 4 skill tests or proficiency checks for the issue, revalidation or renewal of a type rating on the applicable type.~~
- (b) *TRE(H)*. The privileges of a TRE(H) are to conduct :
- (1) skill tests and proficiency checks for the issue, revalidation or renewal of helicopter type ratings;
 - (2) proficiency checks for the revalidation or renewal of instrument ratings, or for the extension of the IR(H) from single-pilot ~~engine~~ **engine** helicopters to multi-pilot ~~engine~~ **engine** helicopters, provided the TRE(H) holds a valid IR(H);
 - (3) skill tests for ATPL(H) issue;
 - (4) ~~skill tests~~ **assessments of competence** for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificate, provided that the examiner **has completed at least 3 years as a TRE on the applicable type** ~~has completed at least 4 skill tests or proficiency checks for the issue, revalidation or renewal of a type rating on the applicable helicopter type.~~

FCL.1010.TRE TRE - Prerequisites

- (a) *TRE(A) and TRE(PL)*. ~~Before attending the examiner standardisation course, a~~ Applicants for a TRE certificate for aeroplanes and powered-lift aircraft shall:
- (1) **in the case of multi-pilot aeroplanes or powered-lift aircraft**, have completed 1500 hours of flight time as a pilot of multi-pilot aeroplanes or powered-lift, as applicable, of which at least 500 hours shall be as pilot-in-command;
 - (2) **in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as pilot-in-command;**
 - (3) hold a **professional pilot licence and a TRI** certificate for the applicable type;
 - (4) **for the initial issue of an TRE certificate**, have completed at least 50 hours of flight instruction as a TRI, **FI or SFI** in the ~~appropriate~~ **applicable** type **or an FSTD representing that type.**
- (b) *TRE(H)*. ~~Before attending the examiner standardisation course, a~~ Applicants for a TRE (H) certificate for helicopters shall:
- (1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;
 - (2) **for the initial issue of a TRE certificate**, have completed 50 hours of flight instruction as a TRI, **FI or SFI** in the ~~appropriate~~ **applicable** type **or an FSTD representing that type;**
 - (3) in the case of multi-pilot helicopters, **hold a professional pilot licence and** have completed 1500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as pilot-in-command;
 - (4) in the case of single-pilot multi-engine helicopters:
 - (i) have completed 1000 hours of flight as pilot of helicopters, of which at least 500 hours shall be as pilot-in-command;
 - (ii) hold a professional helicopter pilot licence and, when applicable, a valid IR(H);

- (5) in the case of single-pilot single-engine helicopters:
 - (i) have completed 750 hours of flight as a pilot of helicopters, of which at least 500 hours shall be as pilot-in-command;
 - (ii) hold a professional helicopter pilot licence.
- (6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot ~~helicopters~~ **operations** on this type.
- (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1500 hours of flight experience in multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as pilot-in-command on a multi-pilot helicopter of the same type.

SECTION 4

Specific requirements for Class Rating Examiner - CRE

FCL.1005.CRE CRE - Privileges

The privileges of a CRE are to conduct, for single-pilot aeroplanes, **except for single-pilot high performance aeroplanes**:

- (a) skill tests for the issue of class and type ratings;
- (b) proficiency checks for:
 - (1) revalidation or renewal of class and type ratings;
 - (2) revalidation and renewal of instrument ratings, provided that the CRE **complies with the requirements of FCL.1010.IRE (a)**~~holds an IR(A)~~.

FCL.1010.CRE CRE– Prerequisites

~~Before attending the examiner standardisation course, an~~ **Applicants** for a CRE certificate shall:

- (a) hold **a professional licence with single-pilot privileges or have held it and hold a CPL, MPL or ATPL for aeroplanes or hold a PPL(A) and have held a professional licence for aeroplanes**;
- (b) hold a CRI certificate for the applicable class or type**;
- ~~(c)~~ have completed 500 hours of flight time as a pilot of aeroplanes.

SECTION 5

Specific requirements for Instrument Rating Examiner - IRE

FCL.1005.IRE IRE - Privileges

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of instrument ratings.

FCL.1010.IRE IRE - Prerequisites

- (a) ~~IRE(A). Before attending the examiner standardisation course, a~~ **Applicants** for an IRE certificate for aeroplanes shall hold an IRI(A) and have completed:
 - (1) 2000 hours of flight time as a pilot of aeroplanes; and

- (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor ~~with privileges for flight instruction.~~
- (b) ~~IRE(H). Before attending the examiner standardisation course, a~~ Applicants for an IRE certificate for helicopters shall hold an IRI(H) and have completed:
 - (1) 2000 hours of flight time as a pilot of helicopters; and
 - (2) 300 hours of instrument flight time in helicopters, of which 200 hours shall be as an instructor.
- (c) ~~IRE(As). Before attending the examiner standardisation course, a~~ Applicants for an IRE certificate for airships shall hold an IRI(As) and have completed:
 - (1) 500 hours of flight time as a pilot of airships; and
 - (2) 100 hours of instrument flight time in airships, of which 50 hours shall be as an instructor.

SECTION 6

Specific requirements for Synthetic Flight Examiner - SFE

FCL.1005.SFE SFE - Privileges and conditions

- (a) ~~SFE(A) and SFE(PL).~~ The privileges of an SFE for aeroplanes or powered-lift aircraft are to conduct in an FFS:
 - (1) skill tests **and proficiency checks** for the issue, **revalidation or renewal** of type ratings for multi-pilot aeroplanes or powered-lift aircraft, as applicable;
 - (2) proficiency checks for revalidation or renewal of ~~multi-pilot type and instrument ratings,~~ **provided that the SFE complies with the requirements of FCL.1010.IRE for the applicable aircraft category;**
 - (3) skill tests for ATPL(A) issue;**
 - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements of FCL.925;**
 - ~~(5) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE on the applicable type.~~ **has completed at least 3 years as an SFE on the applicable type.**
- (b) ~~SFE(H).~~ The privileges of an SFE for helicopters are to conduct in an FFS:
 - (1) skill tests **and proficiency checks for the issue, revalidation and renewal** ~~for the issue of~~ type ratings; and
 - (2) proficiency checks for the revalidation and renewal of ~~type and instrument ratings,~~ **provided that the SFE complies with the requirements of FCL.1010.IRE (b);**
 - (3) skill tests for ATPL(H) issue;**
 - ~~(4) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE on the applicable type.~~ **has completed at least 3 years as an SFE on the applicable type.**
- ~~(c) SFE(As).~~ The privileges of an SFE for airships are to conduct in a FFS:
 - ~~(1) skill tests for the issue of type ratings;~~
 - ~~(2) proficiency checks for revalidation or renewal of instrument ratings~~

- ~~(3) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(AS) certificate, provided that the examiner has completed four skill tests or proficiency checks for the issue, revalidation or renewal of an airship type rating on the applicable type.~~

FCL.1010.SFE SFE - Prerequisites

- (a) ~~SFE(A). Before attending the examiner standardisation course,~~ Applicants for an SFE certificate for aeroplanes shall:
- (1) **hold an ATPL(A), a class or type rating and an SFI (A) certificate for the applicable type of aeroplane;**
 - (2) **have at least 1500 hours of flight time as a pilot of multi-pilot aeroplanes;**
 - (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI (A) in the applicable type.**
- (b) ~~SFE(H). Before attending the examiner standardisation course,~~ Applicants for an SFE certificate for helicopters shall:
- (1) **hold an ATPL(H), a type rating and an SFI(H) certificate and an IR(H) on for the applicable type of helicopter;**
 - (2) **have at least 1000 hours of flight time as a pilot of multi-pilot helicopters;**
 - (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) in the applicable type.**
- ~~(c) SFE(As). Before attending the examiner standardisation course, applicants for an SFE certificate for airships shall:~~
- ~~(1) Hold a CPL(AS) and an IR(AS);~~
 - ~~(2) Have 500 hours of flight time as a pilot of large airships.~~

SECTION 7

Specific requirements for the flight instructor examiner - FIE

FCL.1005.FIE FIE - Privileges and conditions

- (a) ~~FIE(A). The privileges of an FIE for aeroplanes are to conduct skill tests or proficiency checks~~ **assessments of competence** for the issue, revalidation or renewal of certificates for LAFI(A), FI(A), ~~TRI(A),~~ CRI(A), IRI(A) **and TRI (A) for single-pilot aeroplanes, provided that the relevant instructor certificate is held.,** ~~SFI(A) and assessments of competence for the STI(A) and the MI(A).~~
- (b) ~~FIE(H). The privileges of an FIE for helicopters are to conduct skill tests or proficiency checks~~ **assessments of competence** for the issue, revalidation or renewal of certificates for LAFI(H), FI(H), **IRI (H) and TRI(H) for single-pilot helicopters, provided that the relevant instructor certificate is held.,** ~~IRI(H) or SFI(H) and assessments of competence for the STI(H) and the MI(H), on single-pilot helicopters.~~
- (c) ~~FIE (As), (S), (B). The privileges of an FIE for sailplanes, balloons and airships are to conduct skill tests or proficiency checks~~ **assessments of competence** for the issue, revalidation or renewal of instructor certificates in the ~~appropriate~~ **applicable** aircraft category, **provided that the relevant instructor certificate is held.**

FCL.1010.FIE FIE - Prerequisites

- (a) ~~FIE(A). Before attending the examiner standardisation course,~~ Applicants for an FIE certificate for aeroplanes shall:
- (1) **in case of applicants wishing to conduct assessments of competence for the LAFI (A) only:**
 - (i) ~~hold an FE(A), TRE(A) or IRE(A) certificate~~ **the relevant instructor certificate**, as applicable;
 - (ii) **have completed 750 hours of flight time on aeroplanes or touring motor gliders;**
 - (iii) **have completed at least 50 hours of flight time instructing applicants for an LAFI (A) certificate;**
 - (2) **in all other cases:**
 - (i) **hold the relevant instructor certificate, as applicable;**
 - (ii) **have completed 2000 hours of flight time as a pilot of aeroplanes or touring motor gliders;** and
 - (iii) **have at least 100 hours of flight time instructing applicants for an FI(A) instructor certificate.**
- (b) ~~FIE(H). Before attending the examiner standardisation course,~~ Applicants for an FIE certificate for helicopters shall:
- (1) **in case of applicants wishing to conduct assessments of competence for the LAFI (H) only:**
 - (i) **hold the relevant instructor certificate, as applicable;**
 - (ii) **have completed 750 hours of flight time on helicopters;**
 - (iii) **have completed at least 50 hours of flight time instructing applicants for an LAFI (H) certificate;**
 - (2) **in all other cases:**
 - (i) **hold the relevant instructor** ~~an FE(H), TRE(H) or IRE(H) certificate~~, as applicable;
 - (ii) **have completed 2000 hours of flight time as pilot of helicopters;**
 - (iii) **have at least 100 hours of flight time instructing applicants for an FI(H), TRI(H) or IRI(H) instructor certificate.**
- (c) ~~FIE(As). Before attending the examiner standardisation course,~~ Applicants for an FIE certificate for airships shall:
- (1) **have completed 500 hours of flight time as a pilot of airships;**
 - (2) **have at least 20 hours of flight time instructing applicants for an FI(AS) certificate;**
 - (3) **hold an FE(As) the relevant instructor certificate.**
- (d) ~~FIE(S). Before attending the examiner standardisation course,~~ Applicants for an FIE certificate for sailplanes shall:
- (1) **hold the relevant instructor certificate;**
 - (2) **have completed 500 hours of flight time as a pilot of sailplanes or powered sailplanes;**
 - (23) **have completed:**

- (i) **for applicants wishing to conduct assessments of competence on touring motor gliders, 10 hours or 30 take-offs instructing applicants for an instructor certificate in touring motor gliders;**
 - (ii) **in all other cases, 1510 hours or 5030 launches instructing applicants for an FI(S) or LAFI(S) instructor certificate.**
 - ~~(3) Hold a certificate as FE(S) or FE(LPL-S).~~
- (e) ~~FIE(B). Before attending the examiner standardisation course, a~~ Applicants for an FIE certificate for balloons shall:
- (1) **hold the relevant instructor certificate;**
 - (2) **have completed 350 hours of flight time as a pilot of balloons;**
 - ~~(32)- have completed 1510 hours instructing applicants for an LAFI(B) or FI(B) instructor certificate.~~
 - ~~(3) Hold a certificate as FE(B) or FE(LPL-B).~~

APPENDIX 1
CREDITING OF THEORETICAL KNOWLEDGE

A. Crediting of theoretical knowledge for the issue of a pilot licence in another category of aircraft — Bridge instruction and examination requirements

1. LAPL, PPL, BPL and SPL

1.1. For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in FCL.120(a)(4).

1.2. Without prejudice to the paragraph above, for the issue of an LAPL, PPL, BPL or SPL, the holder of a licence in another category of aircraft shall **receive theoretical knowledge instruction and** pass theoretical knowledge examinations to the appropriate level in the following ~~topics~~**subjects**:

Principles of Flight,

Operational Procedures,

Flight Performance and Planning,

Aircraft General Knowledge,

~~Navigation~~~~Operational Procedures and Principles of Flight~~

1.3. For the issue of a PPL, BPL or SPL, the holder of an LAPL in the same category of aircraft shall be credited in full **towards the theoretical knowledge instruction and examination requirements.**

2. CPL

2.1. An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.

2.2. The applicant shall pass theoretical knowledge examinations as defined in Part-FCL for the following subjects in the appropriate aircraft category:

021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,

022 — Aircraft General Knowledge: Instrumentation,

032/034 — Performance **Aeroplanes or Helicopters, as applicable,**

070 — Operational Procedures, and

080 — Principles of Flight.

2.3. An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:

Human Performance,

Meteorology.

3. ATPL

3.1. An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an approved training organisation

according to the differences identified between the ATPL syllabi for different aircraft categories.

3.2. The applicant shall pass theoretical knowledge examinations as defined in Part-FCL for the following subjects in the appropriate aircraft category:

021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,

022 — Aircraft General Knowledge: Instrumentation,

032 — Performance,

070 — Operational Procedures, and

~~080~~ — Principles of Flight.

3.3. An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.

3.4. An applicant for an ATPL(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:

Air Law,

Principles of Flight (Helicopter),

VFR Communications.

3.5. An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.

3.6. An applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:

Principles of Flight (Helicopter),

VFR Communications.

4. IR

4.1. An applicant for an IR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:

Human Performance,

Meteorology.

4.2. An applicant for an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR is required to pass the following examination subjects:

Air Law,

Flight Planning and Flight Monitoring,

Radio Navigation,

IFR Communications.

APPENDIX 2

Language Proficiency Rating Scale – Expert, extended and operational level

| LEVEL | PRONUNCIATION | STRUCTURE | VOCABULARY | FLUENCY | COMPREHENSION | INTERACTIONS |
|-----------------------|---|---|--|---|--|---|
| Expert (Level 6) | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. | Both basic and complex grammatical structures and sentence patterns are consistently well controlled. | Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register. | Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously. | Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties. | Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately. |
| Extended (Level 5) | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes | Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. | Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors. | Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. | Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively. |

| LEVEL | PRONUNCIATION | STRUCTURE | VOCABULARY | FLUENCY | COMPREHENSION | INTERACTIONS |
|-----------------------|---|---|--|--|--|--|
| | | interfere with meaning. | Vocabulary is sometimes idiomatic. | | Is able to comprehend a range of speech varieties (dialect and/or accent) or registers. | |
| Operational (Level 4) | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning. | Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances. | Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting. | Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies. | Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying. |

Note: The initial text of Appendix 2 has been transferred to AMC, see also the Explanatory Note.

APPENDIX 3

TRAINING COURSES FOR THE ISSUE OF A CPL AND, AN ATPL ~~AND AN IR~~

1. This appendix describes the requirements for the different types of training courses for the issue of a CPL ~~and~~ an ATPL, ~~and with and without~~ an IR.
2. **An applicant wishing to transfer to another approved training organisation during a training course shall apply to the competent authority for a formal assessment of the further hours of training required.**

A. ATP integrated course - Aeroplanes

GENERAL

1. The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot, multi-engine aeroplanes in commercial air transportation and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake an ATP(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a maximum period of 36 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
54. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
 - (b) visual and instrument flying training; and
 - (c) training in multi-crew co-operation for the operation of multi-pilot aeroplanes.
65. An applicant failing or unable to complete the entire ATP(A) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges**~~lower licence~~ and an instrument rating if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. An ATP(A) theoretical knowledge course shall comprise at least 750 hours of instruction.
87. The multi-crew cooperation (MCC) course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

THEORETICAL KNOWLEDGE EXAMINATION

98. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).

FLYING TRAINING

109. The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:

- (a) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;
- (b) 70 hours as pilot-in-command, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as pilot-in-command flight time up to a maximum of 20 hours;
- (c) 50 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (e) 115 hours of instrument time comprising, at least:
 - (1) 20 hours as SPIC;
 - (2) 15 hours multi-crew co-operation, for which a flight simulator or FNPT II may be used;
 - (3) 50 hours of instrument flight instruction, of which up to:
 - (i) 25 hours may be instrument ground time in a FNPT I, or
 - (ii) 40 hours may be instrument ground time in a FNPT II, **FTD 2** or ~~flight simulator~~ **FFS**, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the basic instrument flight module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

SKILL TEST

110. ~~Upon~~ Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane and the instrument rating skill test on a multi-engine aeroplane.

B. ATP modular course – Aeroplanes

1. **Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:**
 - (a) **hold at least a PPL(A) issued in accordance with ICAO Annex 1; and**

(b) **complete at least the following hours of theoretical knowledge instruction:**

(1) **for applicants holding a PPL(A): 650 hours;**

(2) **for applicants holding a CPL(A): 400 hours;**

(3) **for applicants holding an IR(A): 500 hours;**

(4) **for applicants holding a CPL(A) and an IR(A): 250 hours.**

The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken.

CB. CPL/IR integrated course - Aeroplanes

GENERAL

1. The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transportation and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a maximum period of 30 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
54. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
 - (b) visual and instrument flying training.
65. An applicant failing or unable to complete the entire CPL/IR(A) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges**~~lower licence~~ and an instrument rating if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an instrument rating.

FLYING TRAINING

98. The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:

- (a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
- (b) 70 hours as pilot-in-command, including VFR flight and instrument flight time which may be flown as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as pilot-in-command flight time up to a maximum of 20 hours;
- (c) 50 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (e) 100 hours of instrument time comprising, at least:
 - (1) 20 hours as SPIC; and
 - (2) 50 hours of instrument flight instruction, of which up to:
 - (i) 25 hours may be instrument ground time in an FNPT I, or
 - (ii) 40 hours may be instrument ground time in an FNPT II, **FTD 2** or ~~flight simulator~~**FFS**, of which up to 10 hours may be conducted in an FNPT -I.

An applicant holding a course completion certificate for the basic instrument flight module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited.

- (f) **5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.**

SKILL TESTS

10. ~~Upon~~ Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the instrument rating skill test on either a multi-engine aeroplane or a single-engine aeroplane.

D6. CPL integrated course - Aeroplanes

GENERAL

1. The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).
2. An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a maximum period of 24 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours

if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

54. The course shall comprise:
- (a) theoretical knowledge instruction to CPL(A) knowledge level; and
 - (b) visual and instrument flying training.
65. An applicant failing or unable to complete the entire CPL(A) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges**~~lower licence~~, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

FLYING TRAINING

98. The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least:
- (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time;
 - (b) 70 hours as pilot-in-command;
 - (c) 20 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; ~~and~~
 - (e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, ~~or~~ **FTD 2**, FNPT II or ~~flight simulator~~ **FFS**. An applicant holding a course completion certificate for the basic instrument flight module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
 - (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.

SKILL TEST

- ~~94~~10. Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

EĐ. CPL modular course - Aeroplanes

GENERAL

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).
2. Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1.
3. Before commencing the flight training the applicant shall:
 - (a) have completed 150 hours flight time;
 - (b) have complied with the prerequisites for the issue of a class or type rating for multi-engine aeroplanes **in accordance with Subpart H**, if a multi-engine aeroplane is to be used on the skill test.
4. An applicant wishing to undertake a modular CPL(A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an approved training organisation. The theoretical knowledge instruction may be given at an approved training organisation conducting theoretical knowledge instruction only.
- ~~5. The course of theoretical knowledge shall be completed within 18 months. The flight instruction and skill test shall be completed within the period of validity of the pass in the theoretical examinations.~~
65. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(A) knowledge level; and
 - (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

76. An approved CPL(A) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

FLYING TRAINING

98. Applicants without an instrument rating shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD, ~~or an FNPT I or II, an FTD 2 or an flight simulator~~ **FFS**.
- ~~109.~~ Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) shall be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane. An applicant holding a Course Completion Certificate for the Basic Instrument Flight module shall be credited with up to 10 hours towards the required instrument instruction time.
140. (a) Applicants with a valid instrument rating shall be given at least 15 hours dual visual flight instruction.
 - (b) Applicants without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual

instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.

- 12.1. At least 5 hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least 4 persons and have a variable pitch propeller and retractable landing gear.

EXPERIENCE

12. The applicant for a CPL(A) shall have completed at least 200 hours flight time, including **at least:**
- (a) 100 hours as pilot-in-command, of which 20 hours of cross-country flight as pilot-in-command, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (b) **5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and**
 - (c) **10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or flight simulator. An applicant holding a course completion certificate for the basic instrument flight module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;**
 - (d) **6 hours of flight time shall be completed in a multi-engine aeroplane.**
 - (e) Hours as pilot-in-command of other categories of aircraft may count towards the 200 hours flight time, in the following cases:
 - (ia) 30 hours in helicopter, if the applicant holds a PPL(H); or
 - (iib) 100 hours in helicopters, if the applicant holds a CPL(H); or
 - (iiie) 30 hours in touring motor gliders or ~~gliders~~ **sailplanes; or**
 - (iv) 30 hours in airships, if the applicant holds a PPL(As); **or**
 - (v) 60 hours in airships, if the applicant holds a CPL(As).

SKILL TEST

13. Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.

FE. ATP/IR integrated course — Helicopters

GENERAL

1. The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transportation and to obtain the CPL(H)/IR.

2. An applicant wishing to undertake an ATP(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 36 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) ~~or PPL(A)~~ issued in accordance with ICAO Annex 1. In the case of a PPL(H) ~~or PPL(A)~~ entrant, 50% of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
54. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;
 - (b) visual and instrument flying training; and
 - (c) training in multi-crew co-operation for the operation of multi-pilot helicopters.
65. An applicant failing or unable to complete the entire ATP(H) /IR course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges** ~~lower licence~~ and an instrument rating, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. An ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.
87. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

98. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and an IR.

FLYING TRAINING

- ~~109.~~ The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:
 - (a) 140 hours of dual instruction, of which:
 - (1) 75 hours visual instruction may include:
 - (i) 30 hours in a helicopter FS level C/D, or
 - (ii) 25 hours in a FTD 2,3, or
 - (iii) 20 hours in a helicopter FNPT II/III, or
 - (iv) 20 hours in an aeroplane or TMG;
 - (2) 50 hours instrument instruction may include:
 - (i) up to 20 hours in a helicopter FS or FTD 2,3 or FNPT II/III, or
 - (ii) 10 hours in at least a helicopter ~~FTD 1 or~~ FNPT 1 or **an** aeroplane;
 - (3) 15 hours multi-crew cooperation, for which a helicopter FS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter flight simulator used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

- (b) 55 hours as pilot-in-command, of which 40 hours may be as SPIC. At least 14 hours solo day and 1- hour solo night shall be made.
- (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 ~~nm~~NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. –Each circuit shall include a take-off and a landing;
- (e) 50 hours of dual instrument time comprising:
 - (i) 10 hours Basic Instrument instruction time~~;~~, and
 - (ii) 40 hours Instrument Rating Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.~~;~~
- ~~(f) 15 hours of multi-crew co-operation.~~

SKILL TESTS

~~140.~~ **Upon** completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the instrument rating skill test on ~~either an IFR certificated multi-engine or a single-engine helicopter~~ and shall comply with the requirements for MCC training.

GF. ATP integrated course – Helicopters

GENERAL

1. The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot~~;~~ multi-engine helicopters limited to VFR privileges in commercial air transportation and to obtain the CPL(H).
2. An applicant wishing to undertake an ATP(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 36 months.~~
- ~~43.~~ An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) ~~or PPL(A)~~ issued in accordance with ICAO Annex 1. In the case of a PPL(H) ~~or PPL(A)~~ entrant, 50% of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction~~;~~; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
- ~~54.~~ The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(H) knowledge level;
 - (b) visual and basic instrument flying training; and

- (c) training in multi-crew co-operation for the operation of multi-pilot helicopters.

65. An applicant failing or unable to complete the entire ATP(HA) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges**~~lower licence~~, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. An ATP(H) theoretical knowledge course shall comprise at least 650 hours of instruction.

87. The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

98. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (H).

FLYING TRAINING

109. The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:

- (a) 95 hours of dual instruction, of which:
 - (i) 75 hours visual instruction may include:
 - (1) 30 hours in a helicopter FS level C/D, or
 - (2) 25 hours in a helicopter FTD 2,3, or
 - (3) 20 hours in a helicopter FNPT II/III, or
 - (4) 20 hours in an aeroplane or TMG-;
 - (ii) 10 hours basic instrument instruction may include 5 hours in at least a helicopter ~~FTD 1 or~~ FNPT I or an aeroplane;
 - (iii) 10 hours multi-crew cooperation, for which a helicopter: FS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III.

- (b) 55 hours as pilot-in-command, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 50 hours of cross-country flight, including at least 10 hours of cross country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing-.
- ~~(e) 10 hours of dual basic instrument instruction time;~~
- ~~(f) 10 hours multi-crew co-operation.~~

SKILL TESTS

140. Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply **with** MCC requirements.

H. ATP modular course — Helicopters

1. Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:
 - (a) for applicants holding a PPL(H) issued in accordance with ICAO Annex 1: 550 hours;
 - (b) for applicants holding a CPL(H): 300 hours.
2. Applicants for an ATPL(H)/IR who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction:
 - (a) for applicants holding a PPL(H): 650 hours;
 - (b) for applicants holding a CPL(H): 400 hours;
 - (c) for applicants holding an IR(H): 500 hours;
 - (d) for applicants holding a CPL(H) and an IR(H): 250 hours.

I. CPL/IR integrated course — Helicopters

GENERAL

1. The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter-
2. An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 30 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) ~~or PPL(A)~~ issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(H) ~~or PPL(A)~~, 50% of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
54. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and
 - (b) visual and instrument flying training.

65. An applicant failing or unable to complete the entire CPL(H)/IR course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges** ~~lower licence~~ and an instrument rating, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and an instrument rating.

FLYING TRAINING

98. The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:

- (a) 125 hours of dual instruction, of which:
 - (i) 75 hours visual instruction, which may include:
 - (1) 30 hours in a helicopter FS level C/D, or
 - (2) 25 hours in a helicopter FTD 2,3, or
 - (3) 20 hours in a helicopter FNPT II/III, or
 - (4) 20 hours in an aeroplane or TMG;
 - (ii) 50 hours instrument instruction which may include:-
 - (1) up to 20 hours in a helicopter FS or FTD 2,3, or FNPT II,III, or
 - (2) 10 hours in at least a helicopter ~~FTD 1 or~~ FNPT I or **an** aeroplane.

If the helicopter used for the flying training is of a different type from the FS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

- (b) 55 hours as pilot-in-command, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) **10 hours dual cross-country flying;**
- (d) 10 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (~~ed~~) 5 hours **of** flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1- hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (fe) 50 hours of dual instrument time comprising:
 - (i) 10 hours Basic Instrument instruction time; and
 - (ii) 40 hours Instrument Rating Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

SKILL TEST

- ~~409.~~ Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the instrument rating skill test on an IFR-certificated multi-engine helicopter.

JH. CPL integrated course — Helicopters

GENERAL

1. The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).
2. An applicant wishing to undertake a CPL(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 24 months.~~
- ~~43.~~ An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) or ~~PPL(A)~~ issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(H) or ~~PPL(A)~~, 50% of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.
- ~~54.~~ The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
 - (b) visual and instrument flying training.
- ~~65.~~ An applicant failing or unable to complete the entire CPL(H) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges** ~~lower licence~~, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

- ~~76.~~ An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

THEORETICAL KNOWLEDGE EXAMINATION

- ~~87.~~ An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

FLYING TRAINING

- ~~98.~~ The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:
- (a) 85 hours of dual instruction, of which:
 - (i) up to 75 hours may be visual instruction, and may include:
 - (1) 30 hours in a helicopter FS level C/D, or
 - (2) 25 hours in a helicopter FTD 2,3, or

- (3) 20 hours in a helicopter FNPT II/III, or
 - (4) 20 hours in an aeroplane or TMG.
- (ii) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter ~~FTD-I or~~ FNPT I or **an** aeroplane.

If the helicopter used for the flying training is of a different type from the FS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.

- (b) 50 hours as pilot-in-command, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as pilot-in-command including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.

SKILL TEST

~~409.~~ **Upo**n completion of the related flying training, the applicant shall take the CPL(H) skill test.

K. CPL modular course — Helicopters

GENERAL

1. The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H).
2. Before commencing a CPL(H) modular course an applicant shall ~~(a) —~~ be the holder of a PPL(H) issued in accordance with ICAO Annex 1.
3. **Before commencing the flight training the applicant shall:**
 - ~~(a)~~ have completed 155 hours flight time as a pilot in helicopters, including 50 hours as pilot-in-command of which 10 hours shall be cross-country.
 - ~~(b)~~ have complied with FCL.725 and FCL.720.H if a multi-engine helicopter is to be used on the skill test.
- ~~43.~~ An applicant wishing to undertake a modular CPL(H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an approved training organisation. The theoretical knowledge instruction may be given at an approved ~~ATO~~ **training organisation** that conducts theoretical knowledge instruction only.
- ~~4~~ ~~The course of theoretical knowledge shall be completed within 18 months. The flight instruction and skill test shall be completed within the period of validity of the pass in theoretical examinations.~~
- ~~54.~~ The course shall comprise:

- (a) theoretical knowledge instruction to CPL(H) knowledge level; and
- (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL(H) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

FLYING TRAINING

8. Applicants without an instrument rating shall be given at least 30 hours dual flight instruction, of which:
 - (a) 20 hours visual instruction, which may include 5 hours in a helicopter flight simulator or FTD 2,3 or FNPT II,III; and
 - (b) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane.
9. Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter.
10. Applicants without a night rating helicopter shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

11. The applicant for a CPL(H) shall have completed at least 185 hours flight time, including 50 hours as pilot-in-command, of which 10 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time, in the following cases:

- (a) 20 hours in aeroplanes, if the applicant holds a PPL(A); or
- (b) 50 hours in aeroplanes, if the applicant holds a CPL(A); or
- (c) 10 hours in touring motor gliders or ~~gliders~~ **sailplanes**; ~~or-~~
- (d) 20 hours in airships, if the applicant holds a PPL(As); ~~or~~
- (e) 50 hours in airships, if the applicant holds a CPL(As).-.

SKILL TEST

12. ~~Upon~~ **Up** completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test.

LJ. CPL/IR integrated course — Airships

GENERAL

1. The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.
2. An applicant wishing to undertake a CPL(As)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 30 months.~~
43. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:-
 - (a) 10 hours, of which up to 5 hours may be dual instruction; or
 - (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.
54. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and
 - (b) visual and instrument flying training.
65. An applicant failing or unable to complete the entire CPL/IR(As) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges** ~~lower licence~~ and an instrument rating, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

76. A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an instrument rating.

FLYING TRAINING

98. The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, -applicants shall complete at least:
 - (a) 60 hours of dual instruction, of which:
 - (i) 30 hours visual instruction, which may include:
 - (1) 12 hours in an airship FS, or
 - (2) 10 hours in an airship FTD, or
 - (3) 8 hours in an airship FNPT II/III, or
 - (4) 8 hours in an aeroplane, helicopter or TMG-;
 - (ii) 30 hours instrument instruction which may include:-
 - (1) up to 12 hours in an airship FS or FTD or FNPT II,III, or
 - (2) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.

If the airship used for the flying training is of a different type from the FS used for the visual training, the maximum credit shall be limited to 8 hours.

- (b) 20 hours as pilot-in-command, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 5 hours of cross-country flight as pilot-in-command including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
- (d) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. -Each circuit shall include take-off and landing;
- (e) 30 hours of dual instrument time comprising:
 - (i) 10 hours Basic Instrument instruction time; and
 - (ii) 20 hours Instrument Rating Training, which shall include at least 10 hours in a multi-engine IFR-certificated airship.

SKILL TEST

~~409.~~ ~~Upon~~ completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the instrument rating skill test on an IFR-certificated multi-engine airship.

MK. CPL integrated course — Airships

GENERAL

1. The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).
2. An applicant wishing to undertake a CPL(As) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an approved training organisation.
- ~~3. The applicant shall complete the course within a period of 24 months.~~
- ~~43.~~ An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
 - (a) 10 hours, of which up to 5 hours may be dual instruction; or
 - (b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.
- ~~54.~~ The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
 - (b) visual and instrument flying training.
- ~~65.~~ An applicant failing or unable to complete the entire CPL(As) course may apply to the authority for the theoretical knowledge examination and skill test for a **licence with lower privileges** lower licence, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

- ~~76.~~ An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is ~~the~~ **PPL holder of a PPL**.

THEORETICAL KNOWLEDGE EXAMINATION

87. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

FLYING TRAINING

98. The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least:
- 30 hours of dual instruction, of which up to 5 hours may be instrument ground time;
 - 20 hours as pilot-in-command;
 - 5 hours dual cross-country flying;
 - 5 hours of cross-country flight as pilot-in-command including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
 - 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
 - 10 hours of instrument dual instruction time, including at least 5 hours in an airship.

SKILL TEST

109. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.

NE. CPL modular course — Airships

GENERAL

- The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).
 - Before commencing a CPL(As) modular course an applicant shall:
 - ~~be the holder of~~ a PPL(As) issued in accordance with ICAO Annex 1;
 - have completed 200 hours flight time as a pilot in airships, including 100 hours as pilot-in-command of which 50 hours shall be cross-country.
 - An applicant wishing to undertake a modular CPL(As) course shall complete all the flight instructional stages in one continuous course of training as arranged by an approved training organisation. The theoretical knowledge instruction may be given at an approved ATO that conducts theoretical knowledge instruction only.
 - ~~The course of theoretical knowledge shall be completed within 18 months. The flight instruction and skill test shall be completed within the period of validity of the pass in theoretical examinations.~~
54. The course shall comprise:
- theoretical knowledge instruction to CPL(As) knowledge level; and
 - visual and instrument flying training.

THEORETICAL KNOWLEDGE

65. An approved CPL(As) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

76. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

FLYING TRAINING

87. Applicants without an instrument rating shall be given at least 20 hours dual flight instruction, of which:
- (a) 10 hours visual instruction, which may include 5 hours in an airship flight simulator or FTD 2,3 or FNPT II,III; and
 - (b) 10 hours instrument instruction, which may include 5 hours in at least an airship FTD 1 or FNPT I or aeroplane.
98. Applicants holding a valid IR(As) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR in another category of aircraft shall complete at least 5 hours of the dual instrument instruction time in an airship.
109. Applicants without a night rating airship shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

140. The applicant for a CPL(As) shall have completed at least 250 hours flight time in airships, including 125 hours as pilot-in-command, of which 50 hours of cross-country flight as pilot-in-command, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome.

Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time, in the following cases:

- (a) 30 hours in aeroplanes or helicopters, if the applicant holds a PPL(A) or PPL(H) respectively; or
- (b) 60 hours in aeroplanes or helicopters, if the applicant holds a CPL(A) or CPL(H) respectively; or
- (c) 10 hours in touring motor gliders or ~~gliders~~ **sailplanes; or**
- (d) 10 hours in balloons.

SKILL TEST

121. **Upon** completion of the related flying training and relevant experience, the applicant shall take the CPL(As) skill test.

APPENDIX 4
SKILL TEST FOR THE ISSUE OF A CPL

A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same type or class of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only **in** one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All **relevant** sections of the skill test shall be completed within ~~six~~ **6** months. Failure to achieve a pass in all **relevant** sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. **At the discretion of the FE**, ~~Any~~ manoeuvre or procedure of the test may be repeated once by the applicant. ~~The flight examiner~~ **FE** may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the pilot-in-command functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the flight examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.
8. The flight examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning

and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations,
 - (b) complete all manoeuvres with smoothness and accuracy,
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

| | |
|-------------------------------|-----------|
| normal flight | ±100 feet |
| with simulated engine failure | ±150 feet |

| | |
|------------------------|-----|
| Tracking on radio aids | ±5° |
|------------------------|-----|

Heading

| | |
|-------------------------------|------|
| normal flight | ±10° |
| with simulated engine failure | ±15° |

Speed

| | |
|--------------------------|-----------|
| take-off and approach | ±5 knots |
| all other flight regimes | ±10 knots |

CONTENT OF THE TEST

5. Items in Section 2 paragraphs c and e(iv), and the whole of Sections 5 and 6 may be performed in an FNPT II or a flight simulator or an FFS.

Use of the aeroplane checklists, airmanship, control of **the** aeroplane by external visual reference, anti-**icing**/de-icing procedures and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|--|---|
| a | Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS |
| b | Aeroplane inspection and servicing |
| c | Taxiing and take-off |
| d | Performance considerations and trim |
| e | Aerodrome and traffic pattern operations |

| | |
|--|---|
| f | Departure procedure, altimeter setting, collision avoidance (lookout) |
| g | ATC liaison – compliance, R/T procedures |
| SECTION 2 GENERAL AIRWORK | |
| a | Control of the aeroplane by external visual reference, including straight and level, climb, descent, look-out |
| b | Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls |
| c | Turns, including turns in landing configuration. Steep turns 45° |
| d | Flight at critically high airspeeds, including recognition of and recovery from spiral dives |
| e | Flight by reference solely to instruments, including: (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°–30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments |
| f | ATC liaison – compliance, R/T procedures |
| SECTION 3 – EN-ROUTE PROCEDURES | |
| a | Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations |
| b | Orientation, map reading |
| c | Altitude, speed, heading control, lookout |
| d | Altimeter setting. ATC liaison – compliance, R/T procedures |
| e | Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking |
| f | Observation of weather conditions, assessment of trends, diversion planning |
| g | Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight) |
| SECTION 4 – APPROACH AND LANDING PROCEDURES | |
| a | Arrival procedures, altimeter setting, checks, lookout |
| b | ATC liaison - compliance, R/T procedures |
| c | Go-around action from low height |
| d | Normal landing, crosswind landing (if suitable conditions) |
| e | Short field landing |
| f | Approach and landing with idle power (single-engine only) |
| g | Landing without use of flaps |

| | |
|--|---|
| h | Post flight actions |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES | |
| This section may be combined with sections 1 through 4 | |
| a | Simulated engine failure after take-off (at a safe altitude), fire drill |
| b | Equipment malfunctions including alternative landing gear extension, electrical and brake failure |
| c | Forced landing (simulated) |
| d | ATC liaison - compliance, R/T procedures |
| e | Oral questions |
| SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS | |
| This section may be combined with sections 1 through 5 | |
| a | Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator) |
| b | Asymmetric approach and go-around |
| c | Asymmetric approach and full stop landing |
| d | Engine shutdown and restart |
| e | ATC liaison – compliance, R/T procedures, Airmanship |
| f | As determined by the Flight Examiner — any relevant items of the class/type rating skill test to include, if applicable: (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system |
| g | Oral questions |

C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;

- (d) apply aeronautical knowledge; and
- (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height

| | |
|---------------------------|-----------|
| normal flight | ±100 feet |
| simulated major emergency | ±150 feet |

Tracking on radio aids ±10°

Heading

| | |
|---------------------------|------|
| normal flight | ±10° |
| simulated major emergency | ±15° |

Speed

| | |
|------------------------------------|-----------|
| take-off and approach multi-engine | ±5 knots |
| all other flight regimes | ±10 knots |

Ground drift

| | |
|-------------------|-----------------------------------|
| T.O. hover I.G.E. | ±3 feet |
| landing | no sideways or backwards movement |

CONTENT OF THE TEST

5. Items in Section 4 may be performed in an FNPT (H) or an ~~flight simulator~~ **FFS** (H). Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES | |
|---|---|
| a | Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather |
| b | Pre-flight inspection/action, location of parts and purpose |
| c | Cockpit inspection, starting procedure |
| d | Communication and navigation equipment checks, selecting and setting frequencies |
| e | Pre-take-off procedure, R/T procedure, ATC liaison-compliance |
| f | Parking, shutdown and post-flight procedure |

| SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS | |
|---|---|
| a | Take-off and landing (lift-off and touchdown) |
| b | Taxi, hover taxi |
| c | Stationary hover with head/cross/tail wind |
| d | Stationary hover turns, 360° left and right (spot turns) |
| e | Forward, sideways and backwards hover manoeuvring |
| f | Simulated engine failure from the hover |
| g | Quick stops into and downwind |
| h | Sloping ground/unprepared sites landings and take-offs |
| i | Take-offs (various profiles) |
| j | Crosswind, downwind take-off (if practicable) |
| k | Take-off at maximum take-off mass (actual or simulated) |
| l | Approaches (various profiles) |
| m | Limited power take-off and landing |
| n | Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns) |
| o | Autorotative landing |
| p | Practice forced landing with power recovery |
| q | Power checks, reconnaissance technique, approach and departure technique |
| SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES | |
| a | Navigation and orientation at various altitudes/heights, map reading |
| b | Altitude/height, speed, heading control, observation of airspace, altimeter setting |
| c | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring |
| d | Observation of weather conditions, diversion planning |
| e | Tracking, positioning (NDB and/or VOR), identification of facilities |
| f | ATC liaison and observance of regulations, etc. |

| SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS | |
|---|---|
| a | Level flight, control of heading, altitude/height and speed |
| b | Rate 1 level turns onto specified headings, 180° to 360° left and right |
| c | Climbing and descending, including turns at rate 1 onto specified headings |
| d | Recovery from unusual attitudes |
| e | Turns with 30° bank, turning up to 90° left and right |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) | |
| Note (1): Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test. | |
| Note (2): The FE shall select 4 items from the following: | |
| a | Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate |
| b | Fuel system malfunction |
| c | Electrical system malfunction |
| d | Hydraulic system malfunction, including approach and landing without hydraulics, as applicable |
| e | Main rotor and/or anti-torque system malfunction (flight simulator or discussion only) |
| f | Fire drills, including smoke control and removal, as applicable |
| g | Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: Simulated engine failure at take-off: rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. Landing with simulated engine failure: landing or go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL. |

D. Content of the skill test for the issue of a CPL — Airships

1. The airship used for the skill test shall meet the requirements for training airships.

2. The area and route to be flown shall be chosen by the FE. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. —The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 60 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the airship within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

Height

| | |
|---------------------------|-----------|
| normal flight | ±100 feet |
| simulated major emergency | ±150 feet |

Tracking on radio aids ±10°

Heading

| | |
|---------------------------|------|
| normal flight | ±10° |
| simulated major emergency | ±15° |

CONTENT OF THE TEST

5. Items in sections 5 and 6 may be performed in an FNPT (As) or an ~~an flight simulator~~ **FFS** (As). Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|--|---|
| a | Pre-flight, including: Flight planning, Documentation, Mass and Balance determination, Weather brief, NOTAMS |
| b | Airship inspection and servicing |
| c | Off-mast procedure, ground manoeuvring and take-off |
| d | Performance considerations and trim |
| e | Aerodrome and traffic pattern operations |
| f | Departure procedure, altimeter setting, collision avoidance (lookout) |
| g | ATC liaison – compliance, R/T procedures |
| SECTION 2 — GENERAL AIRWORK | |
| a | Control of the airship by external visual reference, including straight and level, climb, descent, lookout |
| b | Flight at pressure height |
| c | Turns |
| d | Steep descents and climbs |
| e | Flight by reference solely to instruments, including: (i) level flight, control of heading, altitude and airspeed (ii) climbing and descending turns (iii) recoveries from unusual attitudes (iv) limited panel instruments |
| f | ATC liaison – compliance, R/T procedures |
| SECTION 3 — EN-ROUTE PROCEDURES | |
| a | Control of airship by external visual reference, Range/Endurance considerations |
| b | Orientation, map reading |
| c | Altitude, speed, heading control, lookout |
| d | Altimeter setting, ATC liaison – compliance, R/T procedures |
| e | Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking |
| f | Observation of weather conditions, assessment of trends, diversion planning |
| g | Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight) |

| SECTION 4 — APPROACH AND LANDING PROCEDURES | |
|--|---|
| a | Arrival procedures, altimeter setting, checks, lookout |
| b | ATC liaison – compliance, R/T procedures |
| c | Go-around action from low height |
| d | Normal landing |
| e | Short field landing |
| f | Approach and landing with idle power (single-engine only) |
| g | Landing without use of flaps |
| h | Post-flight actions |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES | |
| This section may be combined with sections 1 through 4 | |
| a | Simulated engine failure after take-off (at a safe altitude), fire drill |
| b | Equipment malfunctions |
| c | Forced landing (simulated) |
| d | ATC liaison – compliance, R/T procedures |
| e | Oral questions |
| SECTION 6 — RELEVANT CLASS/TYPE ITEMS | |
| This section may be combined with sections 1 through 5 | |
| a | Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator) |
| b | Approach and go-around with failed engine(s) |
| c | Approach and full stop landing with failed engine(s) |
| d | Malfunctions in the envelope pressure system |
| e | ATC liaison – compliance, R/T procedures, Airmanship |
| f | As determined by the Flight Examiner — any relevant items of the class/type rating skill test to include, if applicable: (i) airship systems (ii) operation of envelope pressure system |
| g | Oral questions |

APPENDIX 5 INTEGRATED MPL TRAINING COURSE

GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.
2. Approval for an MPL training course shall only be given to an approved training organisation that is part of a commercial air transport operator certificated in accordance with Part-MS and Part-OPS or having a specific arrangement with such an operator. The licence shall be restricted to that specific operator until completion of the airline operator's conversion course.
3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an approved training organisation. The training shall be competency based and conducted in a multi-crew operational environment.
4. Only ab-initio applicants shall be admitted to the course.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
 - (b) visual and instrument flying training;
 - (c) training in multi-crew co-operation for the operation of multi-pilot aeroplanes; and
 - (d) type rating training.
6. An applicant failing or unable to complete the entire MPL course may apply to the authority for the theoretical knowledge examination and skill test for a ~~lower~~ licence **with lower privileges** and an instrument rating, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

7. An approved MPL theoretical knowledge course shall comprise at least 750 hours of instruction **for the ATPL(A) knowledge level, as well as the hours required for theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H.**

FLYING TRAINING

8. The flying training shall comprise a total of at least 240 hours, composed of hours as pilot flying and pilot not flying, in actual and simulated flight, and covering the following 4 phases of training:
 - (a) Phase 1 — Core flying skills
Specific basic single-pilot training in an aeroplane.
 - (b) Phase 2 — Basic
Introduction of multi-crew operations and instrument flight.
 - (c) Phase 3 — Intermediate

Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with Part-21.

(d) Phase 4 — Advanced

Type rating training within an airline oriented environment.

Flight experience in actual flight shall include all the experience requirements of Subpart ~~HG~~ of Part-FCL, upset recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship.

MCC requirements shall be incorporated into the relevant phases above.

Training in asymmetric flight shall be given either in an aeroplane or a flight simulator.

9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.
10. The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:
 - (a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
 - (b) the students acquire the necessary competencies in a progressive and satisfactory manner.
11. The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

ASSESSMENT LEVEL

12. The applicant for the MPL shall have demonstrated performance in all ~~the~~ 9 competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

COMPETENCY UNITS

13. The applicant shall demonstrate competency in the following 9 competency units:
 - (1) apply human performance principles, including principles of threat and error management;
 - (2) perform aeroplane ground operations;
 - (3) perform take-off;
 - (4) perform climb;
 - (5) perform cruise;

- (6) perform descent;
- (7) perform approach;
- (8) perform landing; and
- (9) perform after landing and aeroplane post-flight operations.

SIMULATED FLIGHT

14. Minimum requirements for FSTDs:

(a) Phase 1— Core flying skills

E-training and part tasking devices approved by the authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad; and
- involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 — Basic

An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

(c) Phase 3 — Intermediate

An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

- a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° ~~degrees~~-horizontal and 40° ~~degrees~~ vertical field of view, and
- ATC environment simulation.

(d) Phase 4 — Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.

APPENDIX 6

Modular training courses for the instrument rating

A. IR(A) — Modular flying training course

GENERAL

1. The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:
 - (a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or a flight simulator. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.
 - (b) Procedural Instrument Flight Module

This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).
2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), including the privileges to fly at night. An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

The training organisation shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.
3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the training organisation shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the instrument rating knowledge level;
 - (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(A) course shall comprise at least 150 hours of theoretical knowledge instruction.

FLYING TRAINING

7. A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in a flight simulator or FNPT II. A maximum of 10 hours of FNPT II or flight simulator instrument ground time may be conducted in an FNPT I.
8. A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in a flight simulator or FNPT II. A maximum of 10 hours of FNPT II or flight simulator instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.
9. The holder of a single-engine IR(A) who also holds a multi-engine type or class rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an approved training organisation comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in a flight simulator or FNPT II.
- 10.1 The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs ~~9 or 10~~ **7 or 8** above reduced by 10 hours.
- 10.2 The holder of an IR(H) may have the total amount of training required in paragraphs ~~9 or 10~~ **7 or 8** above reduced ~~to~~**by** 10 hours.
- 10.3 The total instrument flight instruction in aeroplane shall comply with paragraph ~~9 or 10~~ **7 or 8**, as appropriate.
11. The flying exercises up to the IR(A) skill test shall comprise:
 - (a) Basic Instrument Flight Module: Procedure and manoeuvre for basic instrument flight covering at least:
 - (i) basic instrument flight without external visual cues:
 - horizontal flight,
 - climbing,
 - descent,
 - turns in level flight, climbing, descent;
 - (ii) instrument pattern;
 - (iii) steep turn;
 - (iv) radionavigation;
 - (v) recovery from unusual attitudes;
 - (vi) limited panel;
 - (vii) recognition and recovery from incipient and full stalls;
 - (b) Procedural Instrument Flight Module:
 - (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
 - (ii) procedure and manoeuvres for IFR operation under normal,

abnormal and emergency conditions covering at least:

transition from visual to instrument flight on take-off,
standard instrument departures and arrivals,
en-route IFR procedures,
holding procedures,
instrument approaches to specified minima,
missed approach procedures,
landings from instrument approaches, including circling;

(iii) in-flight manoeuvres and particular flight characteristics;

(iv) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in a flight simulator or FNPT II).

B. IR(H) — Modular flying training course

1. The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.
2. An applicant for a modular IR(H) course shall be the holder of a PPL(H) with night rating, or a CPL(H) or an ATPL(H). Prior to commencing the aircraft instruction phase of the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in Multi-Pilot conditions.
3. An applicant wishing to undertake a modular IR(H) course shall be required to complete all the instructional stages in one continuous approved course of training.
4. The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the instrument rating knowledge level;
 - (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(H) course shall comprise at least 150 hours of instruction.

FLYING TRAINING

7. A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:
 - (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by

20 hours instruction time for IR(H) in an aeroplane, approved for this course; or

- (b) up to 35 hours may be instrument ground time in a helicopter **FTD 2/3**, FNPT II/III or FS.

The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.

- 8. A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;
 - (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course, or
 - (b) up to 40 hours may be instrument ground time in a helicopter **FTD 2/3**, FNPT II/III or FS.-

The instrument flight instruction shall include at least 10 hours in an IFR-certificated multi-engine helicopter.

~~— The holder of a PPL(H) with a night rating or a CPL(H) shall have the total amount of training required in paragraphs 7 or 8 above reduced by 5 hours.~~

- 9.1** Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.

- 9.2 The holder of an IR(A) may have the amount of training required reduced by 10 hours**

- 10. The flying exercises up to the IR(H) skill test shall comprise:
 - (a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
 - (b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
 - (i) transition from visual to instrument flight on take-off,
 - (ii) standard instrument departures and arrivals,
 - (iii) en-route IFR procedures,
 - (iv) holding procedures,
 - (v) instrument approaches to specified minima,
 - (vi) missed approach procedures,
 - (vii) landings from instrument approaches, including circling;
 - (c) in-flight manoeuvres and particular flight characteristics;
 - (d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out in a flight simulator or FNPT II **or FTD 2/3**).

C. IR(As) – Modular flying training course

GENERAL

1. The aim of the IR(As) modular flying training course is to train pilots to the level of proficiency necessary to operate airships under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:
 - (a) Basic Instrument Flight Module
This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or a flight simulator. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.
 - (b) Procedural Instrument Flight Module
This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).
2. An applicant for a modular IR(As) course shall be the holder of a PPL(As) including the privileges to fly at night or a CPL(As). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(As), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.
3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(As) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the training organisation shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the instrument rating knowledge level;
 - (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(As) course shall comprise at least 150 hours of theoretical knowledge instruction.

FLYING TRAINING

7. An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in a flight simulator or FNPT II. A maximum of 5 hours of FNPT II or flight simulator instrument ground time may be conducted in an FNPT I.
8. The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in

paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.

9. If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.
10. The flying exercises up to the IR(As) skill test shall comprise:
 - (a) Basic Instrument Flight Module:

Procedure and manoeuvre for basic instrument flight covering at least-:

 - (i) basic instrument flight without external visual cues:
 - horizontal flight,
 - climbing,
 - descent,
 - turns in level flight, climbing, descent;
 - (ii) instrument pattern;
 - (iii) radionavigation;
 - (iv) recovery from unusual attitudes;
 - (v) limited panel;
 - (b) Procedural Instrument Flight Module:
 - (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
 - (ii)- procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
 - transition from visual to instrument flight on take-off,
 - standard instrument departures and arrivals,
 - en-route IFR procedures,
 - holding procedures,
 - instrument approaches to specified minima,
 - missed approach procedures,
 - landings from instrument approaches, including circling;
 - (iii) in-flight manoeuvres and particular flight characteristics;
 - (iv) operation of airship in the above exercises, including operation of the airship solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out at a safe altitude unless carried out in a flight simulator or FNPT II).

APPENDIX 7

IR SKILL TEST

1. An applicant for an IR shall have received instruction on the same type or class of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All **relevant** sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all **relevant** sections of the test in two attempts will require further training.
3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.
5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
6. **At the discretion of the flight examiner, Any** manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
7. An applicant shall fly the aircraft from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
- operate the aircraft within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgment and airmanship;
 - apply aeronautical knowledge; and
 - maintain control of the aircraft at all times in such a manner that the successful–outcome of a procedure or manoeuvre is never seriously in doubt.
11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

| | |
|--|------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height/altitude | +50 feet/–0 feet |
| Minimum descent height/MAP/altitude | +50 feet/–0 feet |

Tracking

| | |
|--------------------|--|
| on radio aids | ±5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading

| | |
|-------------------------------|------|
| all engines operating | ±5° |
| with simulated engine failure | ±10° |

Speed

| | |
|-------------------------------|--------------------|
| all engines operating | ±5 knots |
| with simulated engine failure | +10 knots/–5 knots |

CONTENT OF THE TEST

A. Aeroplanes

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|---|---|
| Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | |
| a | Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance |
| b | Use of Air Traffic Services document, weather document |
| c | Preparation of ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |
| e | Weather Minima |
| f | Taxiing |
| g | Pre-take-off briefing, Take-off |

| | |
|--|--|
| h | Transition to instrument flight |
| i | Instrument departure procedures, altimeter setting |
| j | ATC liaison - compliance, R/T procedures |
| SECTION 2 — GENERAL HANDLING | |
| a | Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim |
| b | Climbing and descending turns with sustained Rate 1 turn |
| c | Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns |
| d* A | Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration — only applicable to aeroplanes |
| e A | Limited panel:- stabilised climb or descent, level turns at Rate 1 turn onto given headings, recovery from unusual attitudes — only applicable to aeroplanes |
| SECTION 3 — EN-ROUTE IFR PROCEDURES | |
| a | Tracking, including interception, e.g. NDB, VOR, RNAV |
| b | Use of radio aids |
| c | Level flight, control of heading, altitude and airspeed, power setting, trim technique |
| d | Altimeter settings |
| e | Timing and revision of ETAs (en-route hold, if required) |
| f | Monitoring of flight progress, flight log, fuel usage, systems' management |
| g | Ice protection procedures, simulated if necessary |
| h | ATC liaison and - compliance, R/T procedures |
| SECTION 4 — PRECISION APPROACH PROCEDURES | |
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter checks |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d+ | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Altitude, speed heading control (stabilised approach) |
| h+ | Go-around action |
| i+ | Missed approach procedure/landing |

| | |
|--|---|
| j | ATC liaison – compliance, R/T procedures |
| SECTION 5 – NON-PRECISION APPROACH PROCEDURES | |
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter settings |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d+ | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Altitude, speed, heading control; (stabilised approach) |
| h+ | Go-around action |
| i+ | Missed approach procedure/landing |
| j | ATC liaison – compliance, R/T procedures |
| SECTION 6 – FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) | |
| a | Simulated engine failure after take-off or on go-around |
| b | Approach, go-around and procedural missed approach go-around with one engine inoperative |
| c | Approach and landing, missed approach procedure, with one engine inoperative |
| d | ATC liaison – compliance, R/T procedures |

* May be performed in an ~~Flight Simulator~~ **FFS**, FTD 2/3 or FNPT II.

+ May be performed in either Section 4 or Section 5.

B. Helicopters

| | |
|--|--|
| SECTION 1 – DEPARTURE Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | |
| a | Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance |
| b | Use of Air Traffic Services document, weather document |
| c | Preparation of ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |
| e | Weather minima |
| f | Taxiing/Air taxi in compliance with ATC or instructions of instructor |

| | |
|--|--|
| g | Pre-take-off briefing, procedures and checks |
| h | Transition to instrument flight |
| i | Instrument departure procedures |
| SECTION 2 — GENERAL HANDLING | |
| a | Control of the helicopter by reference solely to instruments, including: |
| b | Climbing and descending turns with sustained Rate one -1 turn |
| c | Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns |
| SECTION 3 — EN-ROUTE IFR PROCEDURES | |
| a | Tracking, including interception, e.g. NDB, VOR, RNAV |
| b | Use of radio aids |
| c | Level flight, control of heading, altitude and airspeed, power setting |
| d | Altimeter settings |
| e | Timing and revision of ETAs |
| f | Monitoring of flight progress, flight log, fuel usage, systems management |
| g | Ice protection procedures, simulated if necessary and if applicable |
| h | ATC liaison and — compliance, R/T procedures |
| SECTION 4 — PRECISION APPROACH | |
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter checks |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d* | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Altitude, speed, heading control (stabilised approach) |
| h* | Go-around action |
| i* | Missed approach procedure/landing |
| j | ATC liaison – compliance, R/T procedures |
| * To be performed in Section 4 or Section 5. | |
| SECTION 5 — NON-PRECISION APPROACH | |

| | |
|--|---|
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter checks |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d* | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Altitude, speed, heading control (stabilised approach) |
| h* | Go-around action |
| i* | Missed approach procedure*/landing |
| j | ATC liaison – compliance, R/T procedures |
| * To be performed in Section 4 or Section 5. | |
| SECTION 6 – ABNORMAL AND EMERGENCY PROCEDURES | |
| This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations: | |
| a | Simulated engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a flight simulator or FNPT II/III, FTD 2,3) *Multi-engine helicopter only. |
| b | Failure of stability augmentation devices/hydraulic system (if applicable) |
| c | Limited panel |
| d | Autorotation and recovery to a pre-set altitude |
| e | Precision approach manually without flight director* Precision approach manually with flight director* *Only one item to be tested. |

C. Airships

| | |
|--|---|
| SECTION 1 – PRE-FLIGHT OPERATIONS AND DEPARTURE | |
| Use of checklist, airmanship, ATC liaison - compliance, R/T procedures, apply in all sections | |
| a | Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance |
| b | Use of Air Traffic Services document, weather document |
| c | Preparation of ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |

| | |
|--|--|
| e | Weather minima |
| f | Pre-take-off briefing, off mast procedure, manoeuvring on ground |
| g | Take-off |
| h | Transition to instrument flight |
| i | Instrument departure procedures, altimeter setting |
| j | ATC liaison - compliance, R/T procedures |
| SECTION 2 — GENERAL HANDLING | |
| a | Control of the airship by reference solely to instruments |
| b | Climbing and descending turns with sustained rate of turn |
| c | Recoveries from unusual attitudes |
| de | Limited panel |
| SECTION 3 — EN-ROUTE IFR PROCEDURES | |
| a | Tracking, including interception, e.g. NDB, VOR, RNAV |
| b | Use of radio aids |
| c | Level flight, control of heading, altitude and airspeed, power setting, trim technique |
| d | Altimeter settings |
| e | Timing and revision of ETAs |
| f | Monitoring of flight progress, flight log, fuel usage, systems' management |
| g | ATC liaison and — compliance, R/T procedures |
| SECTION 4 — PRECISION APPROACH PROCEDURES | |
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter checks |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d+ | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Stabilised approach (altitude, speed and heading control) |
| h+ | Go-around action |
| i+ | Missed approach procedure-/landing |
| jk | ATC liaison and — compliance, R/T procedures |

| SECTION 5 — NON-PRECISION APPROACH PROCEDURES | |
|---|--|
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter settings |
| c | Approach and landing briefing, including descent/approach/landing checks |
| d+ | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Stabilised approach (altitude, speed and heading control) |
| h ⁺ | Go-around action |
| i+ | Missed approach procedure/landing |
| jk | ATC liaison and — compliance, R/T procedures |
| SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE | |
| This section may be combined with sections 1 through 5. The test shall have regard to control of the airship, identification of the failed engine, immediate actions, follow--up actions, checks and flying accuracy in the following situations: | |
| a | Simulated engine failure after take-off or on go-around |
| b | Approach and procedural go-around with one engine inoperative |
| c | Approach and landing, missed approach procedure, with one engine inoperative |
| d | ATC liaison and — compliance, R/T procedures |

+ May be performed in either Section 4 or Section 5.

APPENDIX 8

CROSS-CREDITING OF THE IR PART OF A TYPE OR CLASS RATING PROFICIENCY CHECK

A. Aeroplanes

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.

| | |
|---|--|
| When a proficiency check including IR is performed, and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for: |
| MP type rating; High performance complex aeroplane type rating | <ul style="list-style-type: none"> a. SE class * and b. SE type rating *, and c. SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for Section 3B of the skill test in Point B.1 for single pilot non-high performance complex aeroplane of Appendix 9 * |
| SP ME non high performance complex aeroplane type rating, operated as single-pilot | <ul style="list-style-type: none"> a. SP ME class *, and b. SP ME non-high performance complex aeroplane type rating, and c. SE class and type rating * |
| SP ME non high performance complex aeroplane type rating, restricted to MP operation | <ul style="list-style-type: none"> a. SP ME class*, and b. SP ME non-high performance complex aeroplane type rating *, and c. SE class and type rating * |
| SP ME class rating, operated as single-pilot | <ul style="list-style-type: none"> a. SE class and type rating, and b. SP ME class, and c. SP ME non-high performance complex aeroplane type rating |
| SP ME class rating, restricted to MP operation | <ul style="list-style-type: none"> a. SE class and type rating *, and b. SP ME class*, and c. SP ME non-high performance complex aeroplane type rating * |
| SP SE class- rating | SE class and type rating |
| SP SE type rating | SE class and type rating |

* Provided **that** within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi-engine **non-high performance non-complex** aeroplanes, the applicant has passed Section 6 of the skill test for single-pilot **non-high performance non-complex** aeroplanes flown solely by reference to instruments in single-pilot operation.

B. Helicopters

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

| | |
|--|---|
| When a proficiency check, including IR, is performed and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for: |
| MPH type rating | (a) SE type rating*, and SP ME type rating. * |
| SP ME type rating, operated as single-pilot | (a) SE type rating, SP ME type rating. |
| SP ME type rating, restricted to multi-pilot operation | (a) SE type rating, * SP ME type rating. * |

* Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.

APPENDIX 9

TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR MPL, ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR INSTRUMENT RATINGS

A. General

1. An applicant for a skill test shall have received instruction on the same type or class of aircraft to be used in the test.
2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. **Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix** ~~with the syllabus approved in accordance with Part-21. When relevant, the syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.~~
5. Except in the case of skill tests for the issue of an ATPL, when established ~~so defined in the operational suitability data established in accordance with Part-21 for the specific type, by the syllabus approved in accordance with Part-21,~~ credit may be given for skill test items common to other types or variants where the pilot is qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test/proficiency check scenarios containing simulated ~~line-relevant~~ operations developed and approved by the competent authority. **Full flight simulators and other training devices, when available and regardless of their location, may be used, as established in Part-FCL. The duration of the test/check shall be at least 120 minutes.**
7. During the proficiency check, the examiner shall verify that the holder of the type/class rating maintains an adequate level of theoretical knowledge.
8. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
9. **At the discretion of the flight examiner,** any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
10. An applicant shall be required to fly the aircraft from a position where the pilot-in-command **or co-pilot** functions, **as relevant,** can be performed and to carry out the test as if there is no other crew member **if taking the**

test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.

11. **During pre-flight preparation for the test the applicant is required to determine power settings and speeds.** ~~At~~ The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed **upon** with the examiner.
- ~~12. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.~~
123. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, AND FOR MPL AND ATPL

134. The skill test for a multi-pilot aircraft **or a single-pilot aeroplane when operated in multi-pilot operations** shall be performed in a multi-crew environment. Another applicant or another **type rated** qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the **examiner or an** instructor.
145. The applicant shall operate as 'pilot flying' (PF) during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or pilot not flying (PNF) in accordance with multi-crew cooperation. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PNF. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
156. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft **or for multi-pilot operations in a single-pilot aeroplane** extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:
 - (a) management of crew cooperation;
 - (b) maintaining a general survey of the aircraft operation by appropriate supervision;-and
 - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
167. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport

environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.

178. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in a flight simulator ~~only~~ and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the **competent** authority before the new type rating is entered in the applicant's licence.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, **with the exception of for single-pilot high performance complex aeroplanes**, the applicant shall pass all sections of the skill test/proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again. **For single-pilot multi-engine aeroplanes, section 6 of the relevant test/check, addressing asymmetric flight, shall be passed.**
2. In the case of multi-pilot **and single-pilot high performance complex** aeroplanes, the applicant shall pass all sections of the skill test/proficiency check. Failure of more than ~~five~~ 5 items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again. **Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.**
- ~~3. If the applicant only fails or does not take Section 6, the type rating will be issued without Cat II or III privileges. Section 6 is not part of the ATPL or MPL skill test.~~

FLIGHT TEST TOLERANCE

43. The applicant shall demonstrate the ability to:
- (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is ~~never in doubt~~ **always assured**;
 - (f) understand and apply crew coordination and incapacitation procedures, if

applicable; and

(g) communicate effectively with the other crew members, if applicable.

54. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height

| | |
|---|-------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height | + 50 feet/-0 feet |
| Minimum descent height/-altitude | + 50 feet/-0 feet |

Tracking

| | |
|--------------------|---|
| on radio aids | ± 5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading

| | |
|-------------------------------|-------|
| all engines operating | ± 5° |
| with simulated engine failure | ± 10° |

Speed

| | |
|-------------------------------|---------------------|
| all engines operating | ± 5 knots |
| with simulated engine failure | +10 knots/--5 knots |

CONTENT OF THE **TRAINING/SKILL TEST/PROFICIENCY CHECK**

65. **Single-pilot aeroplanes, except for high performance complex aeroplanes**

(a) The following symbols mean:

P= **Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying** ~~Trained as Pilot-in-Command for the issue of the class/type rating as applicable.~~

X= Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->)

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = **Full Flight Simulator**

FTD = Flight Training Device (including FNPT II for ME class rating)

(c) The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the

starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only.

(d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

(e) Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

~~When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with Part-OPS, the type/class rating will be restricted to multi-pilot.~~

(f) An ~~FSTD~~**FFS or an FNPT II** shall be used for practical training for type or multi-engine class ratings if ~~they FSTD~~ forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:

- (ia) the qualification of the ~~FSTD~~**FFS or FNPT II** as set out in Part-~~MSOR~~;
- (iib) the qualifications of the instructors;
- (iiie) the amount of **FFS or FNPT II**~~FSTD~~ training provided on the course; and
- (ivd) the qualifications and previous experience on similar types of the pilot under training.

(g) **When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.**

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|-----|---|---|---|---------------------------------------|
| Manoeuvres/Procedures | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| SECTION 1 | | | | | | |
| 1 Departure 1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM | | | | | | |
| 1.2 Pre-start checks | External/internal | | P | | M | |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|--|---------------------------|------------|----------|---|--|---------------------------------------|
| Manoeuvres/Procedures | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | FTD | FFS | A | | FFS A | |
| 1.2.1 External | P# | | P | | | |
| 1.2.2 Internal | | | P | | M | |
| 1.3 Engine starting: Normal Malfunctions | P----> | ----> | ----> | | M | |
| 1.4 Taxiing | | P----> | ----> | | M | |
| 1.5 Pre-departure checks: Engine run-up (if applicable) | P----> | ----> | ----> | | M | |
| 1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available) | | P----> | ----> | | M | |
| 1.7 Climbing: Vx/Vy Turns onto headings Level off | | P----> | ----> | | M | |
| 1.8 ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 2 | | | | | | |
| 2 Airwork (VMC) 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable) | | P----> | ----> | | | |
| 2.2 Steep turns (360° left and right at 45° bank) | | P----> | ----> | | M | |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|--------|-------|---|---|---------------------------------------|
| Manoeuvres/Procedures | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | FTD | FFS | A | | FFS A | |
| 2.3 Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only) | | P----> | ----> | | M | |
| 2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable | | P----> | ----> | | M | |
| 2.5 ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 3A | | | | | | |
| 3A En-route procedures VFR (see B.5 1(c) and (d) , note 3 and 4) 3A.1 Flight plan, dead reckoning and map reading | | | | | | |
| 3A.2 Maintenance of altitude, heading and speed | | | | | | |
| 3A.3 Orientation, timing and revision of ETAs | | | | | | |
| 3A.4 Use of radio navigation aids (if applicable) | | | | | | |
| 3A.5 Flight management (flight log, routine checks including fuel, systems and icing) | | | | | | |
| 3A.6 ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 3B | | | | | | |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|--------|-------|---|---|---------------------------------------|
| | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | |
| 3B Instrument flight | | | | | | |
| 3B.1* Departure IFR | | P----> | ----> | | M | |
| 3B.2* En-route IFR | | P----> | ----> | | M | |
| 3B.3* Holding procedures | | P----> | ----> | | M | |
| 3B.4* ILS to DH/A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope intercept) | | P----> | ----> | | M | |
| 3B.5* Non-precision approach to MDH/A and MAP | | P----> | ----> | | M | |
| 3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes | P----> | ----> | ----> | | M | |
| 3B.7* Failure of localiser or glideslope | P----> | ----> | ----> | | | |
| 3B.8* ATC liaison – Compliance, R/T procedure | | | | | | |
| Intentionally left blank | | | | | | |
| SECTION 4 | | | | | | |
| 4 Arrival and landings | | | | | | |
| 4.1 Aerodrome arrival procedure | | P----> | ----> | | M | |
| 4.2 Normal landing | | P----> | ----> | | M | |
| 4.3 Flapless landing | | P----> | ----> | | M | |
| 4.4 Crosswind landing (if suitable conditions) | | P----> | ----> | | | |
| 4.5 Approach and landing with idle power from up to 2000' above the runway (single-engine aeroplane only) | | P----> | ----> | | | |
| 4.6 Go-around from minimum height | | P----> | ----> | | M | |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|---|--|--------------------|--------|--------|---|---|---------------------------------------|
| Manoeuvres/Procedures | | FTD | FFS | A | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | | | | | FFS A | |
| 4.7 | Night go-around and landing (if applicable) | P----> | ----> | ----> | | | |
| 4.8 | ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 5 | | | | | | | |
| 5 | Abnormal and emergency procedures (This section may be combined with sections 1 through 4) | | | | | | |
| 5.1 | Rejected take-off at a reasonable speed | | P----> | ----> | | M | |
| 5.2 | Simulated engine failure after take-off (single-engine aeroplanes only) | | | P | | M | |
| 5.3 | Simulated forced landing without power (single-engine aeroplanes only) | | | P | | M | |
| 5.4 | Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate | P----> | ----> | ----> | | | |
| 5.5 | Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft) | P----> | ----> | ----> | | | |
| 5.6 | ATC liaison – Compliance, R/T procedure | | | | | | |
| SECTION 6 | | | | | | | |
| 6 | Simulated asymmetric flight | | | | | | |
| 6.1* | (This section may be combined with sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II) | P----> | ----> | ---->X | | M | |
| 6.2* | Asymmetric approach and go-around | P----> | ----> | ----> | | M | |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | TYPE/CLASS RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|--------|--------|---|---|---------------------------------------|
| | FTD | FFS | A | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | |
| 6.3* Asymmetric approach and full stop landing | P-----> | -----> | -----> | | M | |
| 6.4 ATC liaison – Compliance, R/T procedure | | | | | | |

6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes

(a) The following symbols mean:

P= Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

X= Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.

P#= The training shall be complemented by supervised aeroplane inspection.

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (----->).

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

(d) Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

(e) A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the flight simulator FFS or FNPT II;

(ii) the qualifications of the instructors;

(iii) the amount of FFS or FNPT II training provided on the course;

and

- (iv) the qualifications and previous experience on similar types of the pilot under training.
- (f) Manoeuvres and procedures shall include multi-crew cooperation for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|---------|--------|--------|---|--|---------------------------------------|
| | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| SECTION 1 | | | | | | | |
| 1 Flight preparation | | | | | | | |
| 1.1 Performance calculation | P | | | | | | |
| 1.2 Aeroplane external visual inspection; location of each item and purpose of inspection | P# | | | P | | | |
| 1.3 Cockpit inspection | | P-----> | -----> | -----> | | | |
| 1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P-----> | -----> | -----> | -----> | | M | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|---------|---------|--------|---|---|--|
| Manoeuvres/Procedures <small>(including Multi-Crew Cooperation)</small> | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 1.5 Taxiing in compliance with air traffic control or instructions of instructor | | | P-----> | -----> | | | |
| 1.6 Before take-off checks | | P-----> | -----> | -----> | | M | |
| SECTION 2 | | | | | | | |
| 2 Take-offs 2.1 Normal take-offs with different flap settings, including expedited take-off | | | P-----> | -----> | | | |
| 2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne | | | P-----> | -----> | | | |
| 2.3 Cross-wind take-off | | | P-----> | -----> | | | |
| 2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | | | P-----> | -----> | | | |
| 2.5 Take-offs with simulated engine failure: 2.5.1* shortly after reaching V ₂ | | | P-----> | -----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|--------|---------|--|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V_2) | | | | | | | |
| 2.5.2* between V_1 and V_2 | | | P | X | | M FFS Only | |
| 2.6 Rejected take-off at a reasonable speed before reaching V_1 | | | P-----> | ----->X | | M | |
| SECTION 3 | | | | | | | |
| 3 Flight Manoeuvres and Procedures | | | | | | | |
| 3.1 Turns with and without spoilers | | | P-----> | -----> | | | |
| 3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) | | | P-----> | ----->X An aircraft may not be used for this exercise | | | |
| 3.3 Normal operation of systems and controls engineer's panel | P-----> | -----> | -----> | -----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|---------|--------|--------|---|---|--|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3.4 Normal and abnormal operations of following systems: | | | | | | M | A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive |
| 3.4.0 Engine (if necessary propeller) | P-----> | -----> | -----> | -----> | | | |
| 3.4.1 Pressurisation and air-conditioning | P-----> | -----> | -----> | -----> | | | |
| 3.4.2 Pitot/static system | P-----> | -----> | -----> | -----> | | | |
| 3.4.3 Fuel system | P-----> | -----> | -----> | -----> | | | |
| 3.4.4 Electrical system | P-----> | -----> | -----> | -----> | | | |
| 3.4.5 Hydraulic system | P-----> | -----> | -----> | -----> | | | |
| 3.4.6 Flight control and Trim-system | P-----> | -----> | -----> | -----> | | | |
| 3.4.7 Anti-icing/ and de-icing system, Glare shield heating | P-----> | -----> | -----> | -----> | | | |
| 3.4.8 Autopilot/Flight director | P-----> | -----> | -----> | -----> | | M (single pilot Only) | |
| 3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices | P-----> | -----> | -----> | -----> | | | |
| 3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder | | P-----> | -----> | -----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH- PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|---------|---------|--------|---|---|---|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3.4.11 Radios, navigation equipment, instruments, flight management system | P-----> | -----> | -----> | -----> | | | |
| 3.4.12 Landing gear and brake | P-----> | -----> | -----> | -----> | | | |
| 3.4.13 Slat and flap system | P-----> | -----> | -----> | -----> | | | |
| 3.4.14 Auxiliary power unit | P-----> | -----> | -----> | -----> | | | |
| Intentionally left blank | | | | | | | |
| 3.6 Abnormal and emergency procedures: | | | | | | M | A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive |
| 3.6.1 Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation | | P-----> | -----> | -----> | | | |
| 3.6.2 Smoke control and removal | | P-----> | -----> | -----> | | | |
| 3.6.3 Engine failures, shut- down and restart at a safe height | | P-----> | -----> | -----> | | | |
| 3.6.4 Fuel dumping (simulated) | | P-----> | -----> | -----> | | | |
| 3.6.5 Wind shear at take- off/landing | | | P | X | | FFS only | |
| 3.6.6 Simulated cabin pressure failure/emergency descent | | | P-----> | -----> | | | |
| 3.6.7 Incapacitation of flight crew member | | P-----> | -----> | -----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|-----|---------|--------|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft) | | | | | | | |
| 3.9.3.1* manually, without flight director | | | P-----> | -----> | | M (skill test only) | |
| 3.9.3.2* manually, with flight director | | | P-----> | -----> | | | |
| 3.9.3.3* with autopilot | | | P-----> | -----> | | | |
| <p>3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure</p> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum</p> | | | P-----> | -----> | | M | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|-----|---------|--------|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | OTD | FTD | FFS | A | | FFS A | |
| descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4. | | | | | | | |
| 3.9.4* Non-precision approach down to the MDH/A | | | P*----> | -----> | | M | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|-----|---------|--------|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| <p>3.9.5 Circling approach under following conditions:</p> <p>(a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;</p> <p><u>followed by:</u></p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.†</p> <p>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p> | | | P*----> | -----> | | | |
| SECTION 4 | | | | | | | |
| <p>4 Missed Approach Procedures</p> <p>4.1 Go-around with all engines operating* after an ILS approach on reaching decision height</p> | | | P*----> | -----> | | | |
| <p>4.2 Other missed approach procedures</p> | | | P*----> | -----> | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|-----|----------|---|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt | | | P*-----> | -----> | | M | |
| 4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around | | | P-----> | -----> | | | |
| SECTION 5 | | | | | | | |
| 5 Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH | | | P | | | | |
| 5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position | | | P-----> | An aircraft may not be used for this exercise | | | |
| 5.3 Cross-wind landings (a/c, if practicable) | | | P-----> | -----> | | | |
| 5.4 Traffic pattern and landing without extended or with partly extended flaps and slats | | | P-----> | -----> | | | |
| 5.5 Landing with critical engine simulated inoperative | | | P-----> | -----> | | M | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|--|--------------------|-----|-----|---|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 5.6 Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM; - aeroplanes with 4 engines: 2 engines at one side | | | P | X | | M FFS only (skill test only) | |
| General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations. | | | | | | | |
| SECTION 6 | | | | | | | |
| 6 Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III) The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60m (200ft) shall be used. | | | | | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK |
|--|--------------------|-----|---|---|---|--|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A Examiner initials when test completed |
| 6.1* Rejected take-off at minimum authorised RVR | | | P*----->>>>X An aircraft may not be used for this exercise | | | M* |
| 6.2* ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed | | | P----->-----> | | | M |
| 6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with- simulated airborne equipment failure | | | P----->-----> | | | M* |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST/ PROF. CHECK | |
|---|--------------------|-----|---------------|---|---|--|---------------------------------------|
| Manoeuvres/Procedures (including Multi-Crew Cooperation) | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed | | | P----->-----> | | | M | |

NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

3.7. Class ratings - sea

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

| CLASS RATING SEA | PRACTICAL TRAINING | |
|--|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| SECTION 1 | | |
| 1 Departure 1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM | | |
| 1.2 Pre-start checks External/internal | | |
| 1.3 Engine start-up and shut-down Normal malfunctions | | |
| 1.4 Taxiing | | |
| 1.5 Step taxiing | | |

| CLASS RATING SEA | PRACTICAL TRAINING | |
|--|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| 1.6 Mooring: Beach Jetty pier Buoy | | |
| 1.7 Engine-off sailing | | |
| 1.8 Pre-departure checks: Engine run-up (if applicable) | | |
| 1.9 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available) | | |
| 1.10 Climbing Turns onto headings Level off | | |
| 1.11 ATC liaison – Compliance, R/T procedure | | |
| SECTION 2 | | |
| 2 Airwork (VFR) | | |
| 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable) | | |
| 2.2 Steep turns (360° left and right at 45° bank) | | |
| 2.3 Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only) | | |

| CLASS RATING SEA | PRACTICAL TRAINING | |
|--|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| 2.4 ATC liaison – Compliance, R/T procedure | | |
| SECTION 3 | | |
| 3 En-route procedures VFR | | |
| 3.1 Flight plan, dead reckoning and map reading | | |
| 3.2 Maintenance of altitude, heading and speed | | |
| 3.3 Orientation, timing and revision of ETAs | | |
| 3.4 Use of radio navigation aids (if applicable) | | |
| 3.5 Flight management (flight log, routine checks including fuel, systems and icing) | | |
| 3.6 ATC liaison – Compliance, R/T procedure | | |
| SECTION 4 | | |
| 4 Arrivals and landings | | |
| 4.1 Aerodrome arrival procedure (amphibians only) | | |
| 4.2 Normal landing | | |
| 4.3 Flapless landing | | |
| 4.4 Crosswind landing (if suitable conditions) | | |
| 4.5 Approach and landing with idle power from up to 2000´ above the water (single-engine aeroplane only) | | |
| 4.6 Go-around from minimum height | | |
| 4.7 Glassy water landing Rough water landing | | |
| 4.8 ATC liaison – Compliance, R/T procedure | | |

| CLASS RATING SEA | PRACTICAL TRAINING | |
|---|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| SECTION 5 | | |
| 5 Abnormal and emergency procedures (This section may be combined with sections 1 through 4) | | |
| 5.1 Rejected take-off at a reasonable speed | | |
| 5.2 Simulated engine failure after take-off (single-engine aeroplanes only) | | |
| 5.3 Simulated forced landing without power (single-engine aeroplanes only) | | |
| 5.4 Simulated emergencies: (i) fire or smoke in flight (ii) systems' malfunctions as appropriate | | |
| 5.5 ATC liaison – Compliance, R/T procedure | | |
| SECTION 6 | | |
| 6 Simulated asymmetric flight (This section may be combined with sections 1 through 5) | | |
| 6.1 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS and FNPT II) | | |
| 6.2 Engine shutdown and restart (ME skill test only) | | |
| 6.3 Asymmetric approach and go-around | | |
| 6.4 Asymmetric approach and full stop landing | | |
| 6.5 ATC liaison – Compliance, R/T procedure | | |

C. Specific requirements for the helicopter category

1. In case of skill test/proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test/proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within ~~six~~**6** months.
2. In case of proficiency check for an instrument rating the applicant shall pass section 5 of the proficiency check. Failure in more than 3 items will require the applicant to take the entire ~~check~~**section 5** again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items **of section 5** already passed will require the applicant to take the entire check again.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew co-ordination and incapacitation procedures, if applicable;- and
 - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

(a) IFR flight limits

Height:

| | |
|--|------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height/altitude | +50 feet/-0 feet |
| Minimum descent height/altitude | +50 feet/-0 feet |

Tracking:

| | |
|--------------------|--|
| On radio aids | ±5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading:

| | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |

| | |
|---------------------------------|--|
| Speed: | |
| Generally | ±10 knots |
| With simulated engine failure | +10 knots/-5 knots |
| (b) VFR flight limits | |
| Height: | |
| Generally | ±100 feet |
| Heading: | |
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |
| Speed: | |
| Generally | ±10 knots |
| With simulated engine failure | +10 knots/-5 knots |
| Ground drift: | |
| T.O. hover I.G.E. | ±3 feet |
| Landing | ±2 feet (with 0 feet rearward or lateral flight) |

CONTENT OF THE **TRAINING**/SKILL TEST/PROFICIENCY CHECK

GENERAL

5. The following symbols mean:

P= Trained as Pilot-in-command for the issue of a type rating **for SPH or trained as pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating for MPH.**

6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

FFS = **F**ull **F**light Simulator

FTD = **F**light **T**raining **D**evice

H = **H**elicopter

7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.
8. Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An **FFS** or **FTD** 2/3 may be used for this purpose.
9. Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

10. An FSTD shall be used for practical training and testing if the FSTD forms part of an approved type rating course. The following considerations will apply to the approval of the course:
- (a) the qualification of the FSTD as set out in Part-MSOR;
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of FSTD training provided on the course;
 - (d) the qualifications and previous experience in similar types of the pilot under training; and
 - (e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-------|-------|---|------------------------------------|---------------------------------------|
| Manoeuvres/Procedures | | FTD | FFS | H | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | | | | | FFS H | |
| SECTION 1 – Pre-flight preparations and checks | | | | | | | |
| 1.1 | Helicopter exterior visual inspection; location of each item and purpose of inspection | | | P | | M (if performed in the helicopter) | |
| 1.2 | Cockpit inspection | | P | ----> | | M | |
| 1.3 | Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | ----> | ----> | | M | |
| 1.4 | Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor | | P | ----> | | M | |
| 1.5 | Pre-take-off procedures and checks | P | ----> | ----> | | M | |

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-------|-------|---|-------------------------------|---------------------------------------|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | FTD | FFS | H | | FFS H | |
| SECTION 2 – Flight manoeuvres and procedures | | | | | | | |
| 2.1 | Take-offs (various profiles) | | P | ----> | | M | |
| 2.2 | Sloping ground or cross-wind take-offs & landings | | P | ----> | | | |
| 2.3 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | P | ----> | ----> | | | |
| 2.4.1 | Take-off with simulated engine failure shortly before reaching TDP or DPATO | | P | ----> | | M | |
| 2.4.2 | Take-off with simulated engine failure shortly after reaching TDP or DPATO | | P | ----> | | M | |
| 2.5 | Climbing and descending turns to specified headings | P | ----> | ----> | | M | |
| 2.5.1 | Turns with 30° bank, 180°-to 360° left and right, by sole reference to instruments | P | ----> | ----> | | M | |
| 2.6 | Autorotative descent | P | ----> | ----> | | M | |
| 2.6.1 | Autorotative landing (SHE SEH only) or power recovery | | P | ----> | | M | |
| 2.7 | Landings, various profiles | | P | ----> | | M | |
| 2.7.1 | Go-around or landing following simulated engine failure before LDP or DPBL | | P | ----> | | M | |
| 2.7.2 | Landing following simulated engine failure after LDP or DPBL | | P | ----> | | M | |

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|---|--------------------|--------|--------|---|-------------------------------|--|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | FTD | FFS | H | | FFS H | |
| SECTION 3 — Normal and abnormal operations of the following systems and procedures | | | | | | | |
| 3 | Normal and abnormal operations of the following systems and procedures: | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 3.1 | Engine | P | ----> | ----> | | | |
| 3.2 | Air conditioning (heating, ventilation) | P | ----> | ----> | | | |
| 3.3 | Pitot/static system | P | ----> | ----> | | | |
| 3.4 | Fuel System | P | ----> | ----> | | | |
| 3.5 | Electrical system | P | ----> | ----> | | | |
| 3.6 | Hydraulic system | P | ----> | ----> | | | |
| 3.7 | Flight control and Trim system | P | ----> | ----> | | | |
| 3.8 | Anti-icing and de-icing system | P | ----> | ----> | | | |
| 3.9 | Autopilot/Flight director | P | ---> | ---> | | | |
| 3.10 | Stability augmentation devices | P | ----> | ----> | | | |
| 3.11 | Weather radar, radio altimeter, transponder | P | ----> | ----> | | | |
| 3.12 | Area Navigation System | P | ----> | ----> | | | |
| 3.13 | Landing gear system | P | -----> | -----> | | | |
| 3.14 | Auxiliary power unit | P | ----> | ----> | | | |
| 3.15 | Radio, navigation equipment, instruments flight management system | P | ----> | ----> | | | |

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|--|---|--------------------|-------|---|---|-------------------------------|--|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | FTD | FFS | H | | FFS H | |
| SECTION 4 – Abnormal and emergency procedures | | | | | | | |
| 4 | Abnormal and emergency procedures | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 4.1 | Fire drills (including evacuation if applicable) | P | ----> | ----> | | | |
| 4.2 | Smoke control and removal | P | ----> | ----> | | | |
| 4.3 | Engine failures, shut-down and restart at a safe height | P | ----> | ----> | | | |
| 4.4 | Fuel dumping (simulated) | P | ----> | ----> | | | |
| 4.5 | Tail rotor control failure (if applicable) | P | ----> | ----> | | | |
| 4.5.1 | Tail rotor loss (if applicable) | P | ----> | Helicopter shall not be used for this exercise | | | |
| 4.6 | Incapacitation of crew member – MPH only | P | ----> | ----> | | | |
| 4.7 | Transmission malfunctions | P | ----> | ----> | | | |
| 4.8 | Other emergency procedures as outlined in the appropriate Flight Manual | P | ----> | ----> | | | |

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|---|--------------------|--------|--------|---|-------------------------------|---------------------------------------|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | FTD | FFS | H | | FFS H | |
| SECTION 5 – Instrument Flight Procedures (to be performed in IMC or simulated IMC) | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | ---->* | ---->* | | | |
| 5.1.1 | Simulated engine failure during departure | P* | ---->* | ---->* | | M* | |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | P* | ---->* | ---->* | | M* | |
| 5.3 | Holding procedures | P* | ---->* | ---->* | | | |
| 5.4 | ILS approaches down to CAT I decision height | P* | ---->* | ---->* | | | |
| 5.4.1 | Manually, without flight director | P* | ---->* | ---->* | | M* (Skill test only) | |
| 5.4.2 | Precision approach manually, with or without flight director | P* | ---->* | ---->* | | M* | |
| 5.4.3 | With coupled autopilot | P* | ---->* | ---->* | | | |
| 5.6 5.4.4 | Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure) | P* | ---->* | ---->* | | M* | |
| 5.5 | Non-precision approach down to the minimum descent altitude MDA/H | P* | ---->* | ---->* | | M* | |
| 5.7 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | ---->* | ---->* | | | |
| 5.7.1 5.6.1 | Other missed approach procedures | P* | ---->* | ---->* | | | |

| SINGLE/MULTI-PILOT HELICOPTERS | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | |
|--|--|--------------------|--------|--------|---|-------------------------------|---------------------------------------|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | FTD | FFS | H | | FFS H | |
| 5-7.2 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | M* | |
| 5-8 5.7 | IMC autorotation with power recovery | P* | ---->* | ---->* | | M* | |
| 5-9 5.8 | Recovery from unusual attitudes | P* | ---->* | ---->* | | M* | |
| SECTION 6 — Use of Optional Equipment | | | | | | | |
| 6 | Use of optional equipment | P | ----> | ----> | | | |

D. Specific requirements for the powered-lift category

- In the case of skill tests or proficiency checks for powered-lift type ratings, the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test/proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months.

FLIGHT TEST TOLERANCE

- The applicant shall demonstrate the ability to:
 - operate the powered-lift within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgement and airmanship;
 - apply aeronautical knowledge;
 - maintain control of the powered-lift at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - understand and apply crew co-ordination and incapacitation procedures; and
 - communicate effectively with the other crew members.
- The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift used.

(a) IFR flight limits:

Height:

| | |
|--|------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height/altitude | +50 feet/-0 feet |
| Minimum descent height/altitude | +50 feet/-0 feet |

Tracking:

| | |
|--------------------|--|
| On radio aids | ±5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading:

| | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |

Speed:

| | |
|-------------------------------|--------------------|
| Generally | ±10 knots |
| With simulated engine failure | +10 knots/-5 knots |

(b) VFR flight limits:

Height:

| | |
|-----------|-----------|
| Generally | ±100 feet |
|-----------|-----------|

Heading:

| | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |

Speed:

| | |
|-------------------------------|--------------------|
| Generally | ±10 knots |
| With simulated engine failure | +10 knots/-5 knots |

Ground drift:

| | |
|-------------------|---|
| T.O. hover I.G.E. | ±3 feet |
| Landing | ±2 feet (with 0 feet rearward or lateral flight) |

CONTENT OF THE **TRAINING**/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:

P= Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

5. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

6. The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator

FTD = Flight Training Device

OTD = Other Training Device

PL = Powered-lift aircraft

6-1(a) Applicants for the skill test for the issue of the powered-lift type rating shall take sections 1 to 5 and, if applicable, section 6.

6-2(b) Applicants for the revalidation or renewal of the powered-lift type rating proficiency check shall take sections 1 to 5 and, if applicable section 6 and/or 7.

6-3(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7. Where the letter 'M' appears in the skill test/-proficiency check column this will indicate the mandatory exercise.
8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type -rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulation training devices as set out in Part-~~ORFSTD~~;
 - (b) the qualifications of the instructor.

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-------|-------|-------|--|-------------------------------------|--|
| | | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in FFS PL | Examiner's initials when test completed |
| SECTION 1 – Pre-flight preparations and checks | | | | | | | | |
| 1.1 | Powered-lift exterior visual inspection; location of each item and purpose of inspection | | | | P | | | |
| 1.2 | Cockpit inspection | P | ----> | ----> | ----> | | | |
| 1.3 | Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | ----> | ----> | ----> | | M | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|---|--------------------|-------|-------|-------|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 1.4 | Taxiing in compliance with air traffic control instructions or on with instructions of an instructor | | P | ----> | ----> | | | |
| 1.5 | Pre-take-off procedures and checks including Power Check | P | ----> | ----> | ----> | | M | |
| SECTION 2 — Flight manoeuvres and procedures | | | | | | | | |
| 2.1 | Normal VFR take-off profiles; (a) Runway operations (STOL and VTOL) including cross-wind (b) Elevated heliports (c) Ground level heliports | | P | ----> | ----> | | M | |
| 2.2 | Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | | P | ----> | | | | |
| 2.3.1 | Rejected take-off [†] : (a) during runway operations (b) during elevated heliport operations (c) during ground level operations | | P | ----> | | | M | |
| 2.3.2 | Take-off with simulated engine failure after passing decision point: (a) during runway operations (b) during elevated heliport operations (c) during ground level operations | | P | ----> | | | M | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|--|---|--------------------|-------|-------|-------|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 2.4 | Autorotative descent in helicopter mode to ground (an aircraft shall not be used for this exercise) | P | ----> | ----> | | | M FFS only | |
| 2.4.1 | Windmill descent in aeroplane mode (an aircraft shall not be used for this exercise) | | P | ----> | | | M FFS only | |
| 2.5-1 | Normal VFR landing profiles; (a) runway operations (STOL and VTOL) (b) elevated heliports (c) ground level heliports | | P | ----> | ----> | | M | |
| 2.5.2-1 | Landing with simulated engine failure after reaching decision point: (a) during runway operations (b) during elevated heliport operations (c) during ground level operations | | | | | | | |
| 2.6-1 | Go-around or landing following simulated engine failure before decision point | | P | ----> | | | M | |
| SECTION 3 – Normal and abnormal operations of the following systems and procedures: | | | | | | | | |
| 3 | Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise): | | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 3.1 | Engine | P | ----> | ----> | | | | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|-----------------------|--|--------------------|-------|-------|----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 3.2 | Pressurisation and air conditioning (heating, ventilation) | P | ----> | ----> | | | | |
| 3.3 | Pitot/static system | P | ----> | ----> | | | | |
| 3.4 | Fuel System | P | ----> | ----> | | | | |
| 3.5 | Electrical system | P | ----> | ----> | | | | |
| 3.6 | Hydraulic system | P | ----> | ----> | | | | |
| 3.7 | Flight control and Trim-system | P | ----> | ----> | | | | |
| 3.8 | Anti-icing and de-icing system, glare shield heating (if fitted) | P | ----> | ----> | | | | |
| 3.9 | Autopilot/Flight director | P | ---> | ---> | | | | |
| 3.10 | Stall warning devices or stall avoidance devices and stability augmentation devices | P | ----> | ----> | | | | |
| 3.11 | Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted) | P | ----> | ----> | | | | |
| 3.12 | Landing gear system | P | ----> | ----> | | | | |
| 3.13 | Auxiliary power unit | P | ----> | ----> | | | | |
| 3.14 | Radio, navigation equipment, instruments and flight management system | P | ----> | ----> | | | | |
| 3.15 | Flap system | P | ----> | ----> | | | | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|--|--|--------------------|-------|-------|----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| SECTION 4 – Abnormal and emergency procedures | | | | | | | | |
| 4 | Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise) | | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 4.1 | Fire drills, engine, APU, cargo compartment, flight deck & and electrical fires including evacuation if applicable | P | ----> | ----> | | | | |
| 4.2 | Smoke control and removal | P | ----> | ----> | | | | |
| 4.3 | Engine failures, shut down and restart (an aircraft shall not be used for this exercise) including OEI conversion from helicopter to aeroplane modes and vice versa- | P | ----> | ----> | | | FFS only | |
| 4.4 | Fuel dumping (simulated, if fitted) | P | ----> | ----> | | | | |
| 4.5 | Wind shear at take-off and landing (an aircraft shall not be used for this exercise) | | | P | | | FFS only | |
| 4.6 | Simulated cabin pressure failure/emergency descent (an aircraft shall not be used for this exercise) | P | ----> | ----> | | | FFS only | |
| 4.7 | ACAS event (an aircraft shall not be used for this exercise) | P | ----> | ----> | | | FFS only | |
| 4.8 | Incapacitation of crew member | P | ----> | ----> | | | | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|---|--------------------|--------|--------|----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 4.9 | Transmission malfunctions | P | ----> | ----> | | | FFS only | |
| 4.10 | Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall not be used for this exercise) | P | ----> | ----> | | | FFS only | |
| 4.11 | Other emergency procedures as detailed in the appropriate Flight Manual | P | ----> | ----> | | | | |
| SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC) | | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | ---->* | ---->* | | | | |
| 5.1.1 | Simulated engine failure during departure after decision point | P* | ---->* | ---->* | | | M* | |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | P* | ---->* | ---->* | | | M* | |
| 5.3 | Holding procedures | P* | ---->* | ---->* | | | | |
| 5.4 | Precision approach down to a decision height not less than 60 m (200 ft) | P* | ---->* | ---->* | | | | |
| 5.4.1 | Manually, without flight director | P* | ---->* | ---->* | | | M* (Skill test only) | |
| 5.4.2 | Manually, with flight director | P* | ---->* | ---->* | | | | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|-----------------------|--|--------------------|--------|--------|----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 5.4.3 | With use of autopilot | P* | ---->* | ---->* | | | | |
| 5.4.4 | Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued either to touchdown, or through to the completion of the missed approach procedure) | P* | ---->* | ---->* | | | M* | |
| 5.5 | Non-precision approach down to the minimum descent altitude MDA/H | P* | ---->* | ---->* | | | M* | |
| 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | ---->* | ---->* | | | | |
| 5.6.1 | Other missed approach procedures | P* | ---->* | ---->* | | | | |
| 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | | M* | |
| 5.7 | IMC autorotation with power recovery to land on runway in helicopter mode only– (an aircraft shall not be used for this exercise) | P* | ---->* | ---->* | | | M* FFS only | |
| 5.8 | Recovery from unusual attitudes (this one depends on the quality of the simulator) | P* | ---->* | ---->* | | | M* | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-----|-------|-------|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| SECTION 6 – Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III) | | | | | | | | |
| 6 | Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all powered-lift equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used | | | | | | | |
| 6.1 | Rejected take-off at minimum authorised RVR | | P | ----> | | | M* | |
| 6.2 | ILS approaches in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (SOPs) shall be observed | | P | ----> | ----> | | M* | |

| POWERED-LIFT CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|--------------------------------------|--|--------------------|-----|-------|-------|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | PL | | FFS PL | |
| 6.3 | Go-around after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure | | P | ----> | ----> | | M* | |
| 6.4 | Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed | | P | ----> | | | M* | |
| Section 7 –Optional equipment | | | | | | | | |
| 7 | Use of optional equipment | | P | ----> | ----> | | | |

E. Specific requirements for the airship category

1. In the case of skill tests or proficiency checks for airship type ratings the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test/proficiency check. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months.

FLIGHT TEST TOLERANCE

- 2. The applicant shall demonstrate the ability to:
 - (a) operate the airship within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew co-ordination and incapacitation procedures; and
 - (g) communicate effectively with the other crew members.
- 3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

(a) IFR flight limits:

Height:

| | |
|--|------------------|
| Generally | ±100 feet |
| Starting a go-around at decision height/altitude | +50 feet/-0 feet |
| Minimum descent height/altitude | +50 feet/-0 feet |

Tracking:

| | |
|---|------------------------|
| On radio aids | ±5° |
| Precision approach azimuth and glide path | half scale deflection, |

Heading:

| | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |

(b) VFR flight limits:

Height:

| | |
|-----------|-----------|
| Generally | ±100 feet |
|-----------|-----------|

Heading:

| | |
|---------------------------------|------|
| Normal operations | ±5° |
| Abnormal operations/emergencies | ±10° |

CONTENT OF THE **TRAINING**/SKILL TEST/PROFICIENCY CHECK

4.4 The following symbols mean:

P= Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

5.2 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

6.3 The following abbreviations are used to indicate the training equipment used:

- FFS= Full Flight Simulator**
- FTD= Flight Training Device**
- OTD= Other Training Device**

AsS= Airship

- (a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6.
- (b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6.
- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7.4 Where the letter 'M' appears in the skill test/-proficiency check column this will indicate the mandatory exercise.

8.5 Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:

- (a) the qualification of the flight simulation training devices as set out in Part-OR-FSTD;
- (b) the qualifications of the instructor.

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-------|-------|-------|---|----------------------------------|---|
| | | OTD | FTD | FFS | AsS | Instructor's initials when training completed | Chkd in FFS AsS | Examiner's initials when test completed |
| SECTION 1 — Pre-flight preparations and checks | | | | | | | | |
| 1.1 | Pre-flight inspection | | | | P | | | |
| 1.2 | Cockpit inspection | P | ----> | ----> | ----> | | | |
| 1.3 | Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | | P | ----> | ----> | | M | |
| 1.4 | Off Mast procedure and Ground Manoeuvring | | | P | ----> | | M | |
| 1.5 | Pre-take-off procedures and checks | P | ----> | ----> | ----> | | M | |
| SECTION 2 — Flight manoeuvres and procedures | | | | | | | | |
| 2.1 | Normal VFR take-off profile | | | P | ----> | | M | |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | | |
|---|---|--------------------|-------|-------|-------|--|------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | AsS | | FFS AsS | |
| 2.2 | Take-off with simulated engine failure | | | P | ----> | | M | |
| 2.3 | Take-off with heaviness > 0 (Heavy T/O) | | | P | ----> | | | |
| 2.4 | Take-off with heaviness < 0 (Light/T/O) | | | P | ----> | | | |
| 2.5 | Normal climb procedure | | | P | ----> | | | |
| 2.6 | Climb to Pressure Height | | | P | ----> | | | |
| 2.7 | Recognising of Pressure Height | | | P | ----> | | | |
| 2.8 | Flight at or close to Pressure Height | | | P | ----> | | M | |
| 2.9 | Normal descent and approach | | | P | ----> | | | |
| 2.10 | Normal VFR landing profile | | | P | ----> | | M | |
| 2.11 | Landing with heaviness > 0 (Heavy Ldg.) | | | P | ----> | | M | |
| 2.12 | Landing with heaviness < 0 (Light Ldg.) | | | P | ----> | | M | |
| | Intentionally left blank | | | | | | | |
| SECTION 3 – Normal and abnormal operations of the following systems and procedures:- | | | | | | | | |
| 3 | Normal and abnormal operations of the following systems and procedures- (may be completed in an FSTD if qualified for the exercise): | | | | | | M | A mandatory minimum of 3 items shall be selected from this section |
| 3.1 | Engine | P | ----> | ----> | ----> | | | |
| 3.2 | Envelope Pressurisation | P | ----> | ----> | ----> | | | |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | | |
|--|---|--------------------|--------|--------|-------|--|------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | AsS | | FFS AsS | |
| 3.3 | Pitot/static system | P | ----> | ----> | ----> | | | |
| 3.4 | Fuel system | P | ----> | ----> | ----> | | | |
| 3.5 | Electrical system | P | ----> | ----> | ----> | | | |
| 3.6 | Hydraulic system | P | ----> | ----> | ----> | | | |
| 3.7 | Flight control and Trim-system | P | ----> | ----> | ----> | | | |
| 3.8 | Ballonet system | P | ----> | ----> | ----> | | | |
| 3.9 | Autopilot/Flight director | P | ---> | ---> | ----> | | | |
| 3.10 | Stability augmentation devices | P | ----> | ----> | ----> | | | |
| 3.11 | Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted) | P | ----> | ----> | ----> | | | |
| 3.12 | Landing gear system | P | -----> | -----> | ----> | | | |
| 3.13 | Auxiliary power unit | P | ----> | ----> | ----> | | | |
| 3.14 | Radio, navigation equipment, instruments and flight management system | P | ----> | ----> | ----> | | | |
| | Intentionally left blank | | | | | | | |
| SECTION 4 – Abnormal and emergency procedures | | | | | | | | |
| 4 | Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise) | | | | | | M | A mandatory minimum of 3 three items shall be selected from this section |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | SKILL TEST/ PROFICIENCY CHECK | | |
|---|--|--------------------|--------|--------|--------|--|------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | AsS | | FFS AsS | |
| 4.1 | Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable | P | ----> | ----> | ----> | | | |
| 4.2 | Smoke control and removal | P | ----> | ----> | ----> | | | |
| 4.3 | Engine failures, shut down and restart In particular phases of flight, inclusive multiple engine failure | P | ----> | ----> | ----> | | | |
| 4.4 | Incapacitation of crew member | P | ----> | ----> | ----> | | | |
| 4.5 | Transmission/Gearbox malfunctions | P | ----> | ----> | ----> | | FFS only | |
| 4.6 | Other emergency procedures as outlined in the appropriate Flight Manual | P | ----> | ----> | ----> | | | |
| SECTION 5 – Instrument Flight Procedures (to be performed in IMC or simulated IMC) | | | | | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | ---->* | ---->* | ---->* | | | |
| 5.1.1 | Simulated engine failure during departure | P* | ---->* | ---->* | ---->* | | M* | |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | P* | ---->* | ---->* | ---->* | | M* | |
| 5.3 | Holding procedures | P* | ---->* | ---->* | ---->* | | | |
| 5.4 | Precision approach down to a decision height not less than 60 m (200 ft) | P* | ---->* | ---->* | ---->* | | | |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | Instructor's initials when training completed | SKILL TEST/ PROFICIENCY CHECK | |
|-----------------------|---|--------------------|--------|--------|--------|---|-------------------------------|---|
| Manoeuvres/Procedures | | OTD | FTD | FFS | AsS | | Chkd in FFS AsS | Examiner's initials when test completed |
| 5.4.1 | Manually, without flight director | P* | ---->* | ---->* | ---->* | | M* (Skill test only) | |
| 5.4.2 | Manually, with flight director | P* | ---->* | ---->* | ---->* | | | |
| 5.4.3 | With use of autopilot | P* | ---->* | ---->* | ---->* | | | |
| 5.4.4 | Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure | P* | ---->* | ---->* | ---->* | | M* | |
| 5.5 | Non-precision approach down to the minimum descent altitude MDA/H | P* | ---->* | ---->* | ---->* | | M* | |
| 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | ---->* | ---->* | ---->* | | | |
| 5.6.1 | Other missed approach procedures | P* | ---->* | ---->* | ---->* | | | |
| 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | | M* | |
| 5.7 | Recovery from unusual attitudes (this one depends on the quality of the simulator) | P* | ---->* | ---->* | ---->* | | M* | |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---|--|--------------------|-----|-------|-----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | AsS | | FFS AsS | |
| SECTION 6 – Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III) | | | | | | | | |
| 6 | Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft).– During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used. | | | | | | | |
| 6.1 | Rejected take-off at minimum authorised RVR | | P | ----> | | | M* | |
| 6.2 | ILS approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (SOPs) shall be observed | | P | ----> | | | M* | |

| AIRSHIP CATEGORY | | PRACTICAL TRAINING | | | | | SKILL TEST/ PROFICIENCY CHECK | |
|---------------------------------------|--|--------------------|-----|-------|-----|--|-------------------------------------|--|
| Manoeuvres/Procedures | | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | OTD | FTD | FFS | AsS | | FFS AsS | |
| 6.3 | Go-around After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure | | P | ----> | | | M* | |
| 6.4 | Landing(s) With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed | | P | ----> | | | M* | |
| Section 7 – Optional equipment | | | | | | | | |
| 7 | Use of optional equipment | | P | ----> | | | | |

APPENDIX 10

COURSE OF ADDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH PERFORMANCE SINGLE-PILOT AEROPLANES

Note: The initial text of Appendix 10 has been transferred to AMC, see also the Explanatory Note.

APPENDIX 11
CROSS-CREDITING OF PROFICIENCY CHECKS FOR REVALIDATION OF TYPE
RATINGS - HELICOPTERS

Note: The initial text of Appendix 11 has been transferred to AMC, see also the Explanatory Note.

APPENDIX 12

SKILL TEST, PROFICIENCY CHECK AND VERBAL THEORETICAL KNOWLEDGE EXAMINATION FOR THE INSTRUCTOR CERTIFICATE

Note: The initial text of Appendix 12 has been transferred to AMC, see also the Explanatory Note.